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Tenterden Terrier



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FRONT COVER

Visiting engine 6619 rounds
Willow curve en-route to
Tenterden.

BACK COVER

Through the signal box
window at Tenterden.
(Ian Scarlett)

Tenterden Terrier

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Editorial

Olympian Themes

Since the previous Tenterden Terrier was published the 2008 Olympic Games have come and gone, leaving in their wake the largest haul of medals which Britain has achieved in a century. This resurgence brings to mind the closing episode of historian Simon Schama's TV series *A History of Britain*. In the very final sequence Schama states that the British are entering the 21st century with all the confidence of their Victorian forebears. He states this as a voiceover to footage of St. Pancras being rebuilt for High Speed 1. It might be difficult to remember in the wake of an economic firestorm, but the nation's self-image throughout 'the nice decade' has been markedly improved on that of thirty years ago.

How do these things relate to our immediate concerns on the Kent & East Sussex Railway? Well, for one thing we are part of a railway heritage movement that has both led the world and is without equal anywhere. For another, much of the Olympics' success was, like a significant part of our own, built on Lottery funding. In the midst of all the sporting triumphs it has been pleasing to hear commentators and politicians recognising that such support is vital to the success of other areas of our national life. Olympic success has, incidentally, come in cycling and sailing, two sports with which railway enthusiasts may perhaps feel some empathy. Furthermore, while I can think of three K&ESR officers with a well-known liking for the pursuit of a ball round a field, I would hazard a guess that this degree of interest may not be universal among our members. That does not mean that the rest of us fail to appreciate the value of either exercise or team work, things a heritage railway can provide by the wagonload. Perhaps we should use this angle in our own volunteer recruitment efforts as well as seeing if we can get a positive spin-off from the various exhortations to a healthy life style.

On a more commercial note, the Olympics will now move to London and we are going to hear a great deal about it long before 2012. Also, a great deal of money which might have gone into arts, culture and heritage railways will now go into a showcase with a shelf-life of two weeks. Much has been written on this point elsewhere.

The focus on London will nevertheless have an effect on tourism right through the 2012 high season. On one hand the outcome could be disastrous for any attraction not within a five-mile radius of the East End. On the other this might not be a problem but an opportunity. People visiting London, a little over an hour away, may want a change or to take the opportunity to see something else of this country. Others, and polls suggest they could be a majority, may be looking for an Olympics free zone. This is a challenge, and along with the challenges of a changed world economy, we should perhaps start considering how we address it now.

Terrier Editorship

Despite having very publicly announced 12 months ago that I could not take on the job on a permanent basis I was formally appointed to the post in September. Yes, I know I said I didn't have the time but somehow I have managed to find it! It of course helps that I enjoy the work and also that wordsmithing is the nearest thing I have to a real trade. It's a pity that no-one else was prepared to take the job on, but how many times do you hear that, not only on the K&ESR but everywhere else in the heritage railway movement? Thank you to everyone, writers, photographers, managers, Board members and not least the editorial team who have supported me over the past year. I look forward to working with you on Tenterden Terriers yet to come.

Nick Pallant

*The editorial team take
this seasonal opportunity
to wish all members
of the Kent & East
Sussex Railway
a Merry Christmas
and a Happy
(and hopefully prosperous)
New Year.*

Lineside News

Compiled by Duncan Buchanan

COMMERCIAL

GM's Notes

It has been a difficult summer trading with poor weather and an even worse economic climate. Since we opened to Northiam economic conditions have been good, apart from a property downturn in 2004. It has been noticeable that more customers bring picnics rather than buy all their food from catering outlets, visitors are looking for offers and discounts, and soaring petrol prices have also worked against visits to more distant locations. If everything we read in the tabloids is to be believed, things will get worse.

Performing well in recession is a difficult task, but visitor numbers in August were definitely swelled by use of a "Kids Go Free" offer. Thomas™ has continued to decline, and yet next year higher royalty rates are demanded.

We also benefitted from the installation of a computerised booking system. Whilst this has not been without its teething problems (nearly all of which have been resolved) we have achieved a considerably improved Gift Aid uptake. We can also see where visitors are coming from, and although 50% are from within Kent, measurable numbers come from SE and SW postcodes, the latter surprisingly.

At this time of year there is a lot of planning to be done for 2009. Although a guest loco for the summer is out of the question due to a significant increase in transport costs, we hope to see the 01 for our gala in May, just before its ticket expires. The P will pay a visit to the Bluebell in February and we will celebrate its 100th birthday when we re-open in March.

A couple of our senior volunteers have resigned from their posts having "done their turn". Ken Dow must be congratulated for his superb efforts as Chief Booking Clerk and Charles Lucas has done an excellent job as Appeals Co-ordinator for two years. It is of great concern that we received no applicant for the post when the latter was advertised. Duties are not particularly stretching but it is essential that they are taken on by a volunteer. Paid staff cannot take on additional duties. No co-ordinator means no concentrated effort, that means the appeal is not effective, and the project slows or does not materialise. We are keen to appoint a volunteer

to look after environmental (green) issues – particularly important given the size of our carbon footprint, but nobody has come forward to help with the management of this important issue. Other examples are that there have been no applicants for the Child/Vulnerable Adults Protection Officer or Terrier Club Manager. If we do not encourage youngsters and look after them the railway has a bleak future. It is in the hands of the membership!

Marketing

The Commercial Department is regularly offered new ideas for events and in trying to be receptive to these we need to ensure there is an audience and that they are deliverable in terms of finance and resources. To this end but in the absence of a crystal ball we attempt to be experimental, guided by experience coupled with a willingness to try. During the summer and autumn of 2008 four new events have débuted with varying degrees of success. The first to mention is the Local Produce Fair which was held in early July. The criteria for produce was wide: it must have been grown, reared, caught, brewed, pickled, baked, processed or made in the south-east of England. Despite this, producers were reluctant to book stalls as there is an abundance of this type of fair in the summer coupled with the increasing popularity of Farmer's Markets often held at weekends. Although we were blessed with good weather and a reasonable number of stalls sadly this event will be dropped from the programme. Another experimental event was marketed with the phrase 'South Eastern Sundays' where a good number of visitors took advantage to ride in SE&CR stock behind the 'P' Class on two consecutive Sundays in July. Again it's planned not to repeat this in 2009 but by no means is the idea dismissed, merely placed on the back burner as an easy to manage and popular two days aiming primarily at the enthusiast sector. The event that will definitely be back for a repeat visit is 'All Aboard with Ivor'. This was experimental in a number of ways. First it was an event based at Northiam Station, a first since the steam fairs of a few years ago; Second it was a children's event at Northiam; Third an event held in August, the school summer holiday period. Pleasingly the experiment worked and three great days were enjoyed by



Ivor the Engine at Northiam with station staff in view (Janet Langsdon)

staff and visitors alike, delivering approximately the budgeted number of visitors. Both Meridian TV News and 'yourkenttv' reported on the event and we were delighted to welcome Peter Firmin, the co-creator of Ivor plus other children's classics such as Bagpuss and Pogles Wood, to the railway to add his seal of approval.

Lastly and at relatively short notice we hosted the 'Antiques RailShow' in conjunction with Dreweatt Neate Auctioneers and Valuers on Sunday 19th October. A steady queue built from the opening time of 10:00am and continued right through the afternoon as visitors, including a number of K&ESR members, brought their models and associated items for expert evaluation.

After nearly two years in the role of Events Coordinator Ann Quartermann retired in August. Her professionalism in managing events has instilled a number of good practice standards in those of us who must seek a replacement.

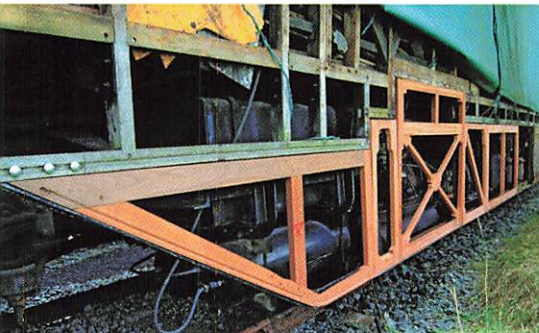
It is a challenging role to devise, develop and deliver successful new events to stand alongside the established proven events like Santa Specials, 'Days Out With Thomas'™ and Halloween Week, but one that is wholly worthwhile and satisfying. It is a fact that when we hold an event we attract more visitors, which in any climate is important but is crucial in the climate we currently find ourselves.

Looking ahead to 2009 we have agreement to expand upon the 'Antiques RailShow'; making it a two day weekend event in early July. Working with our partners from Dreweatt Neate and next year Hornby, Saturday will be a valuation day and Sunday becomes an auction day. You might like to take this as prior warning to clear sheds and attics!

At the time of writing the level of bookings for Evacuation Week in May, on the back of the 1940's event, is excellent at approximately 600 seats sold. A well constructed, targeted and timed mailing to primary schools has ensured we'll not only part fulfil our obligation as an educational charity but guarantee to expose some 800+ children to the delights of steam travel over three days.

One final event for your 2009 diaries is a CAMRA beer festival in June at Tenterden Station. In previous years CAMRA have held annual festivals at The Rare Breeds Centre and The Museum of Kent Life, Maidstone. For a variety of reasons these are no longer happening so we are delighted to host the first (possibly of many) on Saturday 27th June continuing into the evening with live music and other attractions.

If you're now thinking it sounds like it's going to be a busy year then you're right, it's going to be another busy year, so all offers of help with events would be greatly appreciated.



New valence frames for the GWR railcar (Brett Scillitoe)

One last plea is for submission of digital photographs for the cover of the 2009 timetable, a prestigious prize with a 200K+ printrun and various other publicity uses throughout the year. Please email graham@kesr.org.uk if you think you have this image.

Operating

Another running season is rapidly disappearing and here we are once again, trying to think of what has gone on, there has been so much it's a job to keep up! We have had two successful Thomas™ events, the Hoppers weekend, several filming jobs, a route learning trip on the DMMU, several footplate courses and a few Engineers trains, whilst operating a good number of "ordinary" days, although even that was known to change!

We have to report that Colin Avey has decided it is time to hand over the task of Guards rostering. Jim Williams and Pete Spratling are due to take over very shortly. We must give thanks to these gentlemen for their efforts. Colin has been doing the roster for a good number of years now and has done a magnificent job.

Beth Furness has passed out as a steam Driver, James Veitch, Kent Evenden, Ed Gascoyne and Matt Green have all passed out as DMMU Drivers. Ed Gascoyne and Matt Green have also passed out as Ruston Drivers. The Trainee Fireman's logbook is working well with many trainees doing extra turns to get signatures, Jim Wilson looks set to be the first to complete his logbook. Currently there are about ten recruits for next years signalling course, while three more crossing keepers have been passed out. Paul Curran has also been passed as competent to operate Rolvenden Signalbox

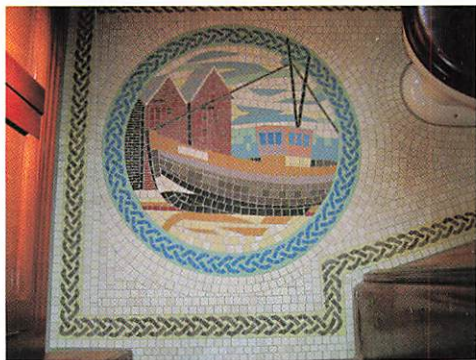
We have been in the office recently and have been looking into volunteering and how we can improve our systems. This has led to several

changes and a new booklet that is going out with starter packs. We have over twenty new volunteers who are currently going through the system, may we welcome them all. We have also been assessing the hours that volunteers do and have lots of pie charts and data to help us to improve the systems we operate. There are currently 218 volunteers in the department which is slightly up on last year. May I take the time to say thank you for your contribution to the Railway, and here's to a good Santa season and 2009!

Wealden Pullman

The Wealden Pullman has continued to sell well despite the economic downturn, with the entire scheduled season largely sold out by late July. As a result, 2009 season bookings are now being taken. It has proved necessary to significantly increase our charter hire fee as a result of increases in fuel costs, but such business still continues to arrive, much of it from personal recommendation or previous visits.

The repainting of "Diana" was successfully completed on target during February. It is clear however that much work will be required at her next shopping and plans must be formulated for what will be a lengthy and extensive overhaul. "Barbara" also visited the C&W works earlier this year for a full repaint and some electrical works. Subsequently, the Pullman Improvement fund paid for the installation of a mosaic floor within the toilet compartment. As no record has been traced that detailed the original design, a "City to Coast" theme was decided upon, in line with her origins. "Barbara" is now graced with a 'Hastings' design featuring a traditional net drying hut and fishing boat. A complementary design for "Theodora" featuring the River Thames and London skyline is currently being



The new Mosaic floor in Barbara (Andre Freeman)



Thomas™ in Tenterden loop with troublesome trucks (Adrian Chapman)

manufactured by our local contractor. Not surprisingly, the refurbishment of “Barbara” and “Diana” have left “Theodora” looking rather tired. Problems have also been encountered with considerable water ingress of late. It is planned therefore that a new roof canvas will be fitted during her forthcoming repaint.

As always, adequate staffing remains the problem: we are desperately short of volunteers in all areas. That we continue to deliver our products is due to the unstinting efforts of a very small team of dedicated individuals. A recent analysis of staff rosters has shown that of the 92 individuals that undertook duties aboard the Wealden Pullman during 2007, 46 staff (50%) undertook less than 5% of services; 31 staff (34%) undertook between 6% and 20% of services; 9 staff (9%) undertook between 21% and 50% of services, whilst 6 staff undertook more than 50% of services. During the period examined, the train operated on 66 occasions and required a total of 837 duties to be covered! Our pool of staff contains just 85 individuals, the additional 7 staff undertaking “one-off” duties and were either work experience students or individuals borrowed from other areas of our business. A total of 63 (7%) turns remained unfilled, necessitating “doubling up” by remaining staff. That 93% of duties were

covered is a tribute to the dedication of our staff and the tireless efforts of the roster clerk. If you would like to ease the burden on our staff and roster clerk, Meg Gooch would be delighted to hear from you: call at Tenterden Station or email meg@kesr.org.uk

Catering

The Station Refreshment Rooms have continued to trade reasonably well this year. Turnover against budget remained good until June, when a disappointing “Thomas™” event left us around 16 per cent short. Subsequently, relatively strong trading has enabled us to regain some ground, resulting in a 9 per cent shortfall against budget at the time of writing. The all important spend per head shows a further increase over last year, with consequent turnover currently some 13 per cent ahead of last year. Bodiam Station combined shop & buffet continues to perform well, with refreshment turnover some 47 per cent ahead of last year! Thanks to the renewed focus given to Northiam Station under the leadership of Peter Walker, Northiam Tea Rooms has also contributed £3,500.

A number of private functions have been held within the Station Refreshment Rooms this year, further demonstrating the popularity of the period ambience and our enhanced standard

of fare. A roast lunch is now offered every Sunday and has sold well: we are now experiencing a growing number of regular customers visiting us for luncheon - our prices remain competitive when compared to the dozens of outlets available within the High Street.

Preparations for the forthcoming "Santa Specials" are well in hand. We shall again be producing a run of "Santa Special Ale" in conjunction with our friends at the Rother Valley Brewery. These make excellent gifts and are available from all outlets throughout December. Presentation packs of three assorted ales of your choice are also available, together with a specially produced K&ESR pint tankard.

The replacement electricity supply cable to the buffet has transformed working conditions within. The improved supply enabled the new dishwasher to be installed, which has proved far more efficient than its predecessor. It is also now possible to turn on the grill without the lights going out – progress indeed!

Shop

The shop is holding up well in 2008 in spite of the millstone of declining Thomas™ events dragging down the possibility of ever keeping to budget targets. Up until the end of September, income in the shop was £12,015 down on 2007, yet this has to be compared with the fact that Thomas™ income was down £12,684 on 2007. Therefore Thomas™ aside, income is about comparable with 2007. Online sales up to the end of September were 22 per cent up on 2007 with our 00 gauge Dapol wagons proving to be particularly popular.

The Thomas™ events in June and September

saw a reasonable spend per passenger in the shop of £3.41 and £3.44 respectively; September's being only 8p down on 2007. Books sold well in June with Christopher Awdry in attendance and pop-up bubbles were a big hit in September after Uncle Myles started using them in his Punch and Judy show! The last day of the September event also saw an American couple spend £240 on Thomas™ and other shop items. The Hoppers event was once again a very pleasant weekend with sales in the Tenterden and Bodiam shops 32 per cent up on 2007.

One of the difficulties of the current economic climate is trying to keep retail prices in the shop reasonable to our customers. Food items such as jams, chutneys and biscuits have risen in price quite sharply this year and we have had to increase our prices accordingly, although we are still cheaper than the National Trust shop at Bodiam Castle! We have recently restocked with our K&ESR logo clothing: polo shirts at £12, sweatshirts £15 and fleeces £20.

During October and November the shop staff took a well-earned breather with the shop closed on non-running days in October and open only at weekends in November. Bodiam shop closed for the winter from 3rd November. During December the Tenterden shop will be open every day except Christmas Day and Boxing Day.

Congratulations to Matt Stubbs for successfully passing the rigorous entry tests to become a police officer, although I'm sure we will still see him around the railway in 2009. It is also nice to see Mick Pierce's 20 years as a shop volunteer duly recognised with a GM Award.

MOTIVE POWER

Steam Locomotives

No 3 'Bodiam' (32670): Running well. Recently passed her annual boiler inspection without any problems.

No 8 'Knowle' (32678): The tanks are back with a new coating inside to minimise corrosion and keep the boiler water as good as it can be. The new tubes passed their hydraulic test recently - a great relief. New slide valves are being fitted and No 8 will soon be back on its wheels ready for re-assembly.

No 11 'P Class': In service and running well. Passed annual boiler inspection with no problems.

No 12 'Marcia': A milestone was achieved in early July when the boiler hydraulic test was successfully completed and witnessed by the inspector. This was the first time that the boiler had seen pressure since 1980 when it was retubed and various repairs were carried out. Also, at the request of the inspector, an NDT (Non-Destructive Test) crack test was carried out on the repairs of the outer firebox crown plate where the plate had been replaced due to corrosion from leaking joints. After these tests had proved satisfactory the boiler lagging and cladding was installed. The major activity at present consists of repainting the locomotive in a replica royal blue K&ESR livery lined out at the edges in black with an

intermediate narrow red band. The painting of the boiler has been completed apart from the lining out, and the water tanks and the motion are being painted at present. In order to improve the cylinder lubrication a two feed mechanical lubricator has been obtained which will allow an independent supply to each cylinder, replacing the original feed which supplied the regulator manifold in the smokebox.

No 14 'Charwelton': The tank and cab have now been fitted and work is underway to fit the rest of the parts needed to return No 14 to service. Nothing is ever easy, so the task of re-fitting components is always a challenge. All credit to the Saturday gang for their continued efforts.

No 19 'Norwegian' (376): The wheels for this loco have now been fully cleaned and painted in grey undercoat. As with all steam locos this was a dirty, protracted and thankless task. The work on the boiler and smokebox is progressing well. Richard Crumpling is making progress building up the axleboxes in order that they can be sent to a contractor to have the brasses fitted.

No 21 'Wainwright' (DS238): In store pending overhaul.

No 22 'Maunsell' (65): In service and performing well. During the rebuild additional boiler lagging was fitted compared to original in an effort to reduce cab temperatures. This seems to have been successful. The rear bufferbeam suffered minor damage from a heavy shunt in August which has been temporarily repaired.

No 23 'Holman F Stephens': In service and performing well.

No 24 'Rolvenden': In the shed at Rolvenden for attention to the cylinders, valves and motion. The intention is to make this loco suitable for traffic by May 2009 to take the place of No 25 which will be up for ten year overhaul.

No 25 'Northiam': Steaming problems have been resolved and 25 is performing well.

No 30 GWR Pannier (1638): She spent the summer holidays at the North Norfolk Railway where she proved very popular with the crews. Back in service on the KESR after washout with the annual boiler inspection booked for January 2009.

Diesel Locomotives

No. 20 (GWR Railcar): It is very encouraging

to note that the appeal fund now stands at £15,000 including the benefit of gift aid recovery. A big "Thank You" to all those who have donated to the GWR Railcar Appeal. Yes, there is still the ongoing opportunity to assist the funding of the GWR Railcar restoration!

We are very pleased to mention that the prompt availability of funds has enabled some of the planned work for 2009 to be brought forward. The south side engine will soon benefit from a refurbished fuel pump and new bearings on the transmission shaft.

The starter motors for each of the two engines have returned from overhaul together with one generator and its matched voltage regulator.

We are dealing with a pattern maker and an adjacent foundry to get replacement cast aluminium fan blades for the two radiators.

Initial work on the four luggage compartment doors is underway to determine whether they can be refurbished or if it would be better to make new doors.

Refurbishment of the internal seat frames has started and these will be stored in the carriage shed until they are needed for fitting in the railcar at a later date.

We have made two visits to the Great Western Society at their Didcot Railway Centre to see their W22W railcar which has bodywork identical to our W20W. Their railcar team have been very helpful and we have now gleaned the essential information regarding the correct jacking and lifting of railcars. One of the visits gave us the opportunity to help them install their refurbished engine and enable us to gain more knowledge regarding GWR railcars. On that day, we also took the opportunity to exchange technical information and drawings that will prove useful to both in the maintenance and the operation of these GWR railcars. It must be said that we all look forward to the day when both railcars are back in service.

Finally, in the next issue of the *Tenterden Terrier*, there will be a list of our planned working dates for 2009.

No 40 'Ford' (BTH): In service.

No 41 (Ruston): In service.

No 44 'Dover Castle' (Class 08): The major overhaul is ongoing.

The top end overhaul of the engine cylinder

heads is now complete. The locomotive underframe has been needle gunned and painted and the rest of the framework has progressed to the initial top coat.

The visible pipe work has been colour code painted to align with modern safe working practice.

The side rods were taken off, refurbished and are now being painted red. New axle bearing underkeep pads will be fitted as part of the overhaul plan.

On lifting the wooden floor in the cab, the steel sheet below was found to be very rotten and this will be replaced in due course. Finally, we have removed all the sludge that has accumulated in the fuel tank over the years.

No 46 (Class 03): In service and proved very popular during the "Hoppers Weekend".

No 49 (Class 14 14029): Hire temporarily extended.

Class 33 'Ashford' (33052): In service.

Class 108 DMMU: In service. The Robertsbridge end car, M50971, is due for an engine change due to cylinder head problems. The heating system on this car is now working efficiently due to some necessary changes to the heat delivery ductwork.

Cranes

No 133 (10T Taylor-Hubbard): In service.

No 145 (10T Grafton): In store

No 151 (36T brakedown): In service. Passed recent boiler exam although some rivet wear is becoming apparent. This will need remedial work in 2010/11.

Plant

TRAMM: In service. The TRAMM has been in use recently for moving supplies on behalf of the Permanent Way and S & T work departments.

Tamper: In service. The tamper has completed an external contract at an industrial railway site.

ROLLING STOCK

Mark 1's

Over the summer months **K&ESR No. 86 (now S7927)** received the 'treatment' previously applied to SK No. 63 and BSO No. 73.

Necessary repairs were made to the structure and cladding, the interior redecorated and the vehicle completed in Southern Region green. As an additional touch the appropriate yellow band was applied at cant rail level to indicate the first class accommodation. We of course now have three mark 1's in this livery and No. 86 is the best yet. On leaving the shed it really looked stunning. What is it about SR green that makes just another Mark 1 look so good? Maybe it's nothing more than an association of ideas for those of us who can remember it as an every day sight, but it's nonetheless very pleasing.

TSO No. 64 had six ventilators lost or damaged during a most unusual incident in August when a tree fell on a train. There were consequent delays to the service and cancellations and we must be thankful that the damage was not more serious. Emergency repairs ensured that the roof remained watertight. Replacements have now been acquired from Booths of Rotherham, Nick Pallant and David Stratton arranging for this to be 'piggy-backed' on to a spares finding expedition by Stratrail Ltd. Two buckeye couplings in excellent condition were acquired at the same time.

Vintage Coaches

SE&CR Birdcage brake (K&ESR No. 61) was released to traffic in mid July and was officially launched on Sunday 13th July 2008, appropriately one of our 'South Eastern Sundays'. The honors were undertaken by Geoff Silcock of the Sentimental Journeys photographic group who sponsored the early British Railways carmine red livery which the coach never actually carried as it was on the Longmoor Military Railway at the time. No. 61 is presently S3368S, the number it would have received had it stayed in Southern Railway, and later Southern Region ownership. The usual 'snagging' period revealed that some adjustment was needed to the buffer and coupling length but this has now been attended to. The Birdcage has been well received and has regularly featured on the Vintage Train, looking particularly pleasing when marshalled next to either Terrier No. 3 or the P Class.

The repainting of **Pullman Car Barbara (K&ESR No. 52)** was completed on time and has been in its customary regular use on our premium dining services.

Members will recall that **SE&CR Family Saloon No. 177 (K&ESR No. 84)** has been in service, on and off, since its major restoration in 1993/4.

We say 'on and off' because this vehicle, which played a key role in the development of the Vintage Train, has suffered more than its fair share of problems over the years. There was no dramatic withdrawal from service as there was when the coach fractured a brake rod. This time it was simply necessary to do something about some very tired paintwork. No. 177 remained in service for an additional three weeks, however, as an 'elder statesman' of the Railway had hired it to celebrate a significant birthday.

This worked to the department's advantage as it enabled us to carry out additional work to Mark 1 No. 86. At the time of writing large areas of the external cladding have been renewed in marine ply and painting has commenced. This includes most of the areas with metal cladding, thought to have been applied by the Army at Longmoor, and not dealt with during the original restoration in 1994. Considerable efforts are also being made to seal up likely points of water ingress using epoxy resin. The roof canvas was also life expired and is to be renewed.

Now that the Birdcage is out of the way attention has again turned to the [LC&DR 'Ashford' Brake K&ESR No. 98](#). Ken Lee has been busy adding mouldings to the part restored side. It is hoped to get the already shortened underframe shotblasted in the not too distant future.

Help to Other Groups

As the Family Saloon is reasonably short as bogie coaches go, we have been able to arrange for TREATS to make use of the spare space and bring their [08 Class diesel shunter](#) in for painting and as part of their very thorough overhaul of the Railway's resident 'Gronk'. The team, led by Jamie Douglas, have consequently been making rapid progress as reported elsewhere.

Jack Atfield

It is with great sadness that we have to report the recent death of Jack Atfield, a Carriage & Wagon volunteer. Jack was born in Rochester, Kent in March 1922 and was one of four children. He married Joyce in April 1946 and there were two children, Roger and David. Sadly, Joyce died in March 2005.

Jack was a civil servant all his working life, rising to the position of Senior Principal in the Home Office. He was awarded the Imperial Service Order upon his retirement - an honour that was both merited and greatly valued.

Retiring in 1982, Jack had many interests - The Great Western Railway, Kent and East Sussex Railway, model railways (spot the theme), DIY, the Gorkhas and gardening being but a selection. He enjoyed an active role in his local church St Giles, Farnborough and, until recently, drove his woefully underpowered Rover everywhere, including Tenterden.

Jack also had a very active role replacing much of the wooden frame work of the GWR railcar. He was noted for his precision measuring, marking and cutting out of often quite intricate pieces of woodwork, particularly the valance panels. He enjoyed the friendship of all and was always eager to listen to and occasionally join in the discussions and banter that prevailed in the C & W mess room during tea breaks.

He had a good sense of humour and this together with his expertise, skill and sheer tenacity to get the job done enabled him to show that even at 86 years of age he was a valued volunteer in the Carriage & Wagon department. Our condolences go to his sons David and Roger and their families, elder sister Margaret, younger brother Bill and his wife June.

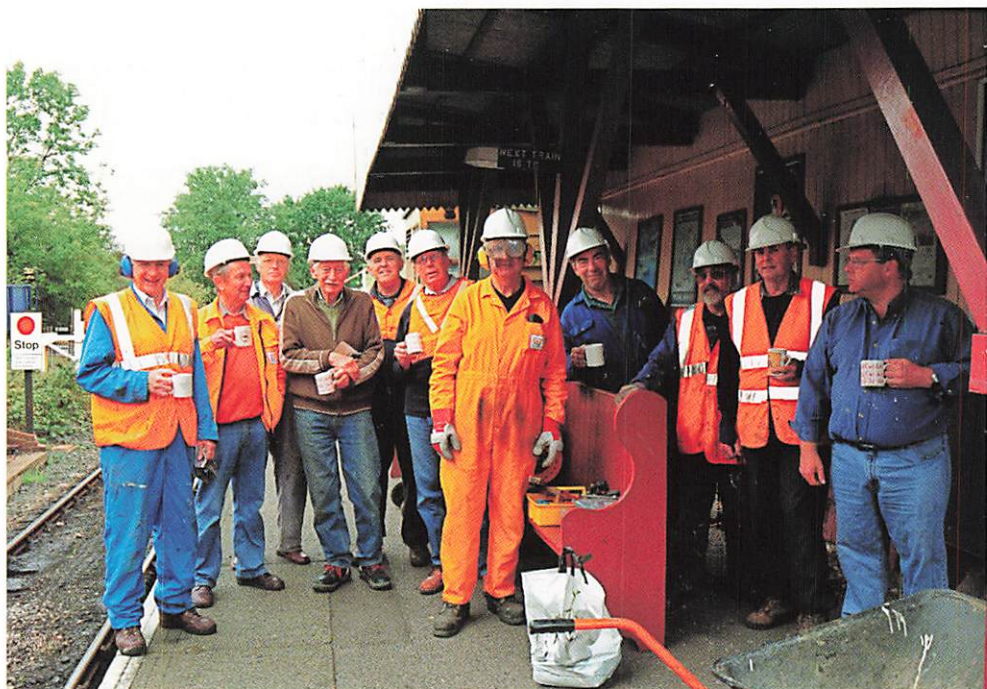
WAY AND WORKS

Permanent Way

The department successfully re-laid Willows Curve during the spring.

The life expired old track was removed and we installed cross drains to enable the water from the hills to pass through the track, rather than over it. Existing rail was re-laid on 95lb concrete sleepers and the section tamped to the correct profile. By cutting off bent rail ends we also eliminated much of the poor ride quality at the bottom of Lamings straight.

In recent months, we have been preparing for our autumn project, part of which is the re-laying of the head shunt at Tenterden. This is composed of old 75lb Ministry of Defence panels. They are life expired and we will install drainage along the outside of the curve and repair the cross drain under the yellow S&T coach. We have brought enough 95lb rail, concrete sleepers and drainage pipe to site and are ready to start in mid November. The second part of the project is the installation of drainage between the platform road and the loop. When



Tuesday Gang take a break from the repairs to Rolvenden Station (John Rose)

finished, this should stop the unsightly pools of water which form along the platform road. The Tenterden Gang led by Martin Hockley, patrols from Rolvenden to Tenterden. In addition, they have changed many sleepers around Orpins Curve and within the station limits at Tenterden.

Gardening

This year, despite the awful weather, the hanging baskets at Tenterden Station survived very well due to Terry getting the watering system around the station building up and running. The tubs, buckets and boxes have survived well as they were occasionally watered by one or two station staff, the Swattenden boys and myself. My thanks to everyone who kindly picked up a watering can and kept the plants alive.

Tenterden gardens are maturing and more perennials have been added to the beds. The garden next to the Signal Box is gradually filling up as more plants are added. Unfortunately it is a very dry garden but, thanks to Doug Ramsden, more compost is being added in the hope it will hold the water next summer.

During September and October at Rolvenden a great deal of clearing was carried out around the

trees planted in the field with the help of John Cheswright, Ray Eves and Stan Kemp from the Tuesday Group. All the newly planted trees were inspected and all weeds cleared from around their roots.

The small garden at the entrance to the platform was tidied as was the area by the crossing gates and all the brambles were cut back and cleared. It is hoped that the brambles will be sprayed in the spring to try and keep them at bay.

Very little has been done at Wittersham Road, but during the winter months it is planned to have a working day cutting back the shrubs and tidying the bank. The planters on the platform will be tidied and planted up for the winter in readiness for the stopping trains during the Santa Special days.

Wallflowers, supplied by Doug Ramsden, have been planted in the window boxes of Cottage No.1 at Northiam Station so we should have a good display of colour in the Spring.

Throughout the summer months Paul and Brenda Tanton Brown have worked hard at Northiam keeping it looking neat and tidy despite several bouts of illness which knocked them both low for a few weeks. The Station

Master's vegetable patch flourished despite the appalling weather and there has been a colourful display of flowers throughout the season. When Ivor the Engine visited Northiam our versatile gardeners turned their hands to helping out in the tea room or wherever needed around the Station.

Tuesday Group

Since the last report in July, the repair and repainting of Wittersham Road Signal Box has been completed. It is nice to have received many favourable comments on the presentation of the Station/Signal Box/Crossing Gate area at Wittersham Road – all of which the Tuesday Group have been fully involved in.

The weather on most Tuesdays during August was fairly appalling with some heavy rain and wind so, apart from some broken gate post replacements and fence repairs, we have been confined to barracks at Northiam getting on with general seat repairs which, with so many seats on the railway, is an on-going job.

Recently, now that the running season is drawing to a close, we have started work on

putting the canopy on Rolvenden platform upright. Anyone who has dealings at Rolvenden will know that it was only a large self-seeded tree at the rear that was holding the canopy from falling onto the coal store and toilets.

The whole of the bottom panelling, including the uprights, was completely rotten. The plan was to sink three 6ft concrete posts part way into the back of the platform, support and then jack the whole canopy forward using suitable long Acro props and bolt them together. Being a motley group with various skills from marine insurance through to school teacher, milkman, policeman, printer, engineer to cellist, etc., we really did not know if or how easily our plan would work, so we decided to wait for a quiet day in case the whole thing collapsed.

However, in true Tuesday Group style everything went to plan with no need to panic. Under Dave Brown's guidance the initial uprighting and bolting to the concrete posts has gone without a hitch. This is only a start and much more has to be done before we can stand back and admire our handiwork.



Ron Dunn and Norman Bourden cutting out rotten wood on Rolvenden canopy upright (John Rose)

Bodiam

After two summers at it, repainting the Bodiam Station building is almost finished. The canopy supports remain to be tackled and rotten wood in the staff room window sill will have to be replaced. The doorway to the yard side of the waiting room has been boarded-up and the door taken to the workshop for repairs. Again, rotten timber is the problem.

Bodiam maintenance team entered themselves in the Kent County Council volunteer awards scheme (although we work in East Sussex our nomination was accepted). We did not win but were awarded a certificate – what's the old saying, "It's the taking part that matters, not the winning"!

The toilets badly need a make-over after eight years in use and that might be a project for 2009. The team will continue to meet on Tuesdays and Thursdays through the coming winter.

Museum

As a result of the appeal in the last Tenterden Terrier, five new attendants have come forward to volunteer in the Museum and we are delighted to welcome them. All have come from the existing membership though not previously involved in any department. They are John Doody, Derek Cutts, Angie Hubbard, Peter Combs and Peter Kynaston. In addition, Peter Southgate has returned from Tasmania and has rejoined the team.

With still a month to go (October) before closure for the season, it has been a disappointing year for visitor numbers. Up to the end of September we had taken £5663 in admission charges, down £141 on the same period last year, and there were 4076 paying visitors, down 127 on last year. May and July were particularly poor months while August was very good, beating last year's takings by £200. Our worst day this year was Friday 11th April when Chris Mitchell took only £7-50 while Monday 25th August was our best when Lindsay Allen took £136-00!

With the assistance of a grant from the Kent Museums Development Officer, the Museum now has a computer and four monitors for heat and humidity. At present readings are taken at six hourly intervals and confirm that the building is not ideal with wild fluctuations in

readings, but it is our present home or nothing at all!

The Museum continues to acquire material. Since the last report we have gained:-

- Photographs of the K&ESR and East Kent Railway from the 1940s and '50s donated by A.J.Wills.
- K&ESR paperwork and badges from 1980-2000 donated by Chris Mitchell.
- Car Badges from the K&ESR Association circa 1967 and K&ESR circa 1975 donated by John Liddell.
- Papers from the Excess Insurance Company, then the main creditors of the K&ESR and Weston, Clevedon and Portishead Railway when both railways were in receivership. The files cover the tax affairs of the railways in the 1930's and were donated by Colin Butler who worked in the Excess offices.
- K&ESR timetable poster for 3 July to 23 September 1939 and issued to the Bull Hotel, Benenden. It was withdrawn as this period covered the outbreak of World War Two on 3 September, when the normal timetable was suspended and an emergency service replaced it. Donated by Mr A.Hart.
- K&ESR and EKR paperwork and tickets donated by Brian Hart.
- K&ESR small timetable poster for 22 September 1930 "until further notice". This was printed on yellow paper at the Company's print shop at Rolvenden Station. The print shop occupied a small building on the platform between the station building and the "fitter-in-charge" office. Donated by Brian Hart.

Ashford Area Group

Our meetings at the former British Rail Staff Association Club off Beaver Road, Ashford at 7.30pm on the third Wednesday of each month continue to attract an enthusiastic audience.

Following Graham & Veronica Hopker's presentation on THE DARJEELING HIMALAYAN RAILWAY our supporters generously donated to DARJEELING RAILWAY COMMUNITY SUPPORT, a trust which is doing much to improve health and education facilities in the area. We have since learnt that the money is being used towards

refurbishing a school.

Closer to home the group's funds have enabled the replacement of crockery in the Tenterden Town station buffet. This is an illustration of what can be achieved simply by placing your waste paper in the receptacle provided behind Soweto!

Our trip to the Chemin de Fer Touristique de la Vallée de l'Aa and 'La Coupole' rocket museum had to be postponed to another year, due to travel restrictions following the fire in the Channel Tunnel. All intended travelers were offered the choice of a full refund or a seat on our trip to the CFBS Steam fete on Saturday 25th April 2009. The latter is now virtually fully booked.

A number of previously unseen colour photos of the KESR in the early 1950's were shown at our October meeting.

Our indoor programme continues unabated:

19th Nov CHINA FOR STEAM - Stunning slides from KESR preservation pioneer Donald Wilson

17th Dec A SENTIMENTAL JOURNEY
Railway Photo Charters - Geoff Silcock

21st JAN 09 FILM of BR STEAM IN THE 60's
Nostalgia, including closed lines from Colin Mills

18th FEB 09 REVIEW OF 2008 & STEAM
ON DIFFERENT GAUGES Video by Andy Main

18th MAR 09 TALYLLYN AND OTHER
RAILWAYS John Snell, Railway preservation pioneer

15th April 09 PULLMANS IN
PRESERVATION A slide show and talk by David Jones

Suggestions for topics at our meetings are always welcome.

Ted Micklam 01233 503999.

CFBS News – Philip Pacey

Although it's too early to form firm conclusions regarding the success or otherwise of the season, CFBS colleagues are hopeful that passenger figures for 2008 will at least match those of 2007, despite indifferent weather and the delay to the completion of the canal lock which obliged trains at the start of the season to start and finish from St Valéry Canal. By the time of my visit in June, trains were able to

proceed across the lock but only after obtaining authorisation and waiting for barriers to be removed. The project has subsequently been completed. The innovations to the timetable introduced this year have proved satisfactory, with significant numbers of people booking through from Le Crotoy to Cayeux, and a marked and welcome increase in passenger numbers on the Cayeux line. It may be that the number of visitors in organised groups will show a decrease.

The locomotives have operated without any major problems throughout the season, enabling work to proceed on the ex-Réseau Breton 4-6-0. Renovation of the water tanks, the commencement of which I witnessed in June, has been finished.

The ex-SNCF draisine DU 65 with a mechanical arm has, at last, arrived on site and will initially be used to help with maintenance work on the section of mixed gauge track between Noyelles and St Valéry, before being regauged and deployed elsewhere on the railway. It has a very large cab, sufficient to afford shelter to an entire maintenance team in bad weather.

Ex-Somme carriage no.10308, the rebuilding of which has been contracted out to the Longuevin company, will be finished in time for the Fête de la Vapeur in April. Transformation of the 'fourgon' intended for the dining train is well advanced and it is looking splendid in its new livery.

I understand that a team of K. & E.S.R. volunteers spent a few days at St Valéry and repainted two wagons. The enclosed wagon which my friend, the late Guy Lenne, restored and adapted to provide himself with living quarters on site, is currently undergoing a comprehensive renovation, to the extent of being lifted from its chassis and having its wheels reprofiled. It seems that it will soon be on the move again, after many years on a siding outside the depot overlooking the bay.

Since my trip to St Valéry in June I've spent a good deal of time helping Geoffrey Nickson with the monumental task of providing English translations of the CFBS web pages. Unfortunately much of our work has (at the time of writing) still not been uploaded onto the web site, but hopefully we will not have to wait very much longer.

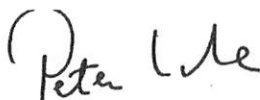
The next Fête de la Vapeur takes place on the 25th and 26th April. I hope to be present, probably sharing a nearby gîte rather than roughing it in the depot. See you there?

Award for Volunteering Excellence 2008

Kent Volunteers

This certificate is awarded to
Kent & East Sussex Railway
Bodiam Station Team

*in recognition of the outstanding voluntary
contribution made to the Kent community*



Chairman of Kent County Council



*A partnership between Kent County Council, the Voluntary Sector
and the Business Sector*



**ENVIRONMENT
AGENCY**



Clive Emson
LAND AND PROPERTY AUCTIONEERS



**Volunteering
England**



A small thank you to the Terrier Distribution Team (Pam and Sheila Stevens with Stella Nuttman) (Nick Pallant)

DORIS GODDARD

Long serving members will be saddened to learn of the passing of Doris Goddard, a well known personality from the early days of K&ESR preservation. Doris, the widow of equally prominent pioneering volunteer Peter Goddard, died peacefully in Bethesda Hospice, Western Australia, on Saturday 4th October 2008. Peter and Doris, who emigrated during the 1970s, are fondly remembered by all who know them both for their enthusiasm and their many kindnesses. Our sympathies go to their family.

Doris and Peter are now commemorated by a plaque attached to one side of an LC&DR 'back to back' station bench located outside the Carriage & Wagon shed at Tenterden. The other side carries a memorial plaque to Janet Sinclair, another of the early stalwarts of the preserved K&ESR, and late wife of David Sinclair who undertook the restoration of the bench.

NP

Closing Bells for Peter Lamont

At the signalmen's annual meeting on the 8th March 2008, Peter Lamont was presented with a wall barometer in recognition of his sixteen years service in charge of the training of signalmen. This has of course involved not only the presentation of lectures and the marking of tutorial questions and examination papers, but also a great deal of work behind the scenes creating training material, organising a series of lectures every year, and keeping in touch with and giving additional help if required to many trainees over the years.

Before Peter Lamont took charge, there had been only a very basic training system in place, with the main emphasis on learning on the job, which was adequate at that time, but now needed upgrading to match modern day requirements, with the railway having become more complex. Peter put into place a much more comprehensive training system, devoting many weekday evenings as well as weekends to producing and then delivering his informative lectures, in addition to planning and arranging practical sessions in signal boxes for the trainees as they progressed through the course. When Peter started in 1991 the railway only had three signal boxes and one of those, Wittersham Road, was switched out during the week. When the line was extended to Bodiam in 2000, Northiam box was opened, resulting in extra work for him updating the course material. One other point to make is that when Peter took on the role, the computer technology was much different to what we know today, such as the software, printers etc, and the use of laptops was not common. So he would have spent a lot of time working at home.

After sixteen years in the post of training officer, Peter has decided that it is time to hand over the reins to a successor. Roger Temple has now taken on this role. All of us involved in the signalling on the Kent and East Sussex Railway extend our grateful thanks to Peter for all the valuable work he has done, and are pleased to see him continuing to serve as a signalman on the K&ESR.

One final thing is to say that Peter Lamont's training material has helped at least three people become professional signalmen for Network Rail.

Clive Norman



Peter Lamont (Right) receives his commemorative presentation barometer from Chief Signalman Clive Norman (Rod Spratling)

Letters to the Editor

L&SWR Signals

Sir, As I'm in my eighties and have no car I very seldom see the line, and rely on the magazine to keep me informed. The latest issue has given me great pleasure; it's so packed with information and I think it's really excellent.

I must, however, take issue with a point in CJ's review of Michael Welch, 'Decline of Southern Steam'. It is indeed an excellent book, and I'm not saying that because the author is a local friend of mine whom I might meet anytime when out in the town, or at the Bluebell which I can reach by bus.

Your reviewer is incorrect in referring to the L&SWR pneumatic signals as three aspect, as they were normal home and distant arms as the photographs show. There is a case for saying that this installation was the forerunner of present day automatic signalling, in that the signals were normally at 'clear' except obviously when a traffic movement had just passed, but that isn't the same thing. Absolute block obviously applied to all other lines of two tracks or more.

One interesting and now largely forgotten installation inherited by the Southern Railway, and a little out of the ordinary, was the American power system installed at Victoria by the SE&CR towards the end of the First World War. This had three position upper-quadrant arms (see South Eastern and Chatham Railway Nock/Ian Allan 1961, at p.161) again to show the position of the line ahead, to improve the working. I found it quite fascinating as a schoolboy, especially when seen for the first time!

Burgess Hill.

H. Aston

CJ comments, "O S Nock (a signal engineer) says in his L&SWR history that the signals were three aspect, using the various positions of the two arms to indicate stop, caution or clear."

In any book showing L&SWR low pressure pneumatic signals it will be seen that quite often there were two signals on each post, especially in auto sections between Woking and Basingstoke. The top signal is the home signal and shows Stop/Proceed. Below it is the distant signal. The distant acted as a distant for the next auto signal. Thus three aspects can be shown from a single post (clear/clear, clear/caution, stop/caution, the remaining possibility stop/clear would have been prevented by interlocking). The three aspects require using two signals, each showing only two aspects, to achieve this. A common source of confusion is thus caused. In reality multiple

aspect signalling did not come in until colour light signalling came into place, the SR introducing 4 aspect colour lights in 1926. The SE&CR practice, though innovative for the UK, was an interesting distraction.

This letter has been included for the record. We nonetheless feel that further contention on this issue would be best conducted other than in the pages of this journal. – Ed.

Tickets Please

Sir, I have just finished skim-reading the latest excellent edition of the magazine.

What particularly struck me was the correspondence interpreting the passenger statistics.

It is difficult, perhaps increasingly so, to provide a balanced economic programme prior to the May Bank Holiday because the period from Easter can be as little as two weeks, or as many as seven, and you can tack on an extra three weeks if Mothering Sunday is to be included. If trains start running from say the third Sunday or weekend in March the option to run a Pullman on Mothering Sunday will only present itself slightly more than once every other year on average, which isn't terribly helpful for marketing.

In 2008 K&ESR started with a Branch Line Weekend. I think this is a mistake as the event will often have to compete with the West Somerset Gala for the enthusiast trade. Our first proper weekend is best marketed as the Open Weekend; a very good slogan used with great effect every November for the main autumn meeting at Cheltenham (National Hunt).

By all means Branch Line weekend can follow; the early Easter didn't help this year, or perhaps it is better placed in April to fill the gap when Easter falls in March.

May I stress how important the Birdcage is to the railway? It gives us so many additional 'looks' within the Vintage Train, on its own or as part of a mixed train. Both it and the two Southern green Mark 1 coaches are going to look fabulous with No. 32678 and will create more ways to really sell the Railway Kingsnorth, Ashford

Hugh Nightingale

As some members will be aware, Mr. Nightingale is a Trustee of the Terrier Trust. At least Easter will be at a reasonable time in 2009. We are intrigued (flattered?) that our work may be judged 'excellent' after a 'skim reading'. – Ed.

CARRIAGES *and things*

Brian Janes views our current rolling stock

Carriages (and wagons) tend to be some of those things that many railway enthusiasts pay little attention to, being to them something that gives the locomotive something to haul. However, from most passengers' point of view once the 'ooh and ah' of seeing the steam engine is over they proceed down the train looking at the carriages and seeking a hopefully, clean and comfortable seat in an interesting vehicle for their journey

To try and meet that need, and perhaps also to satisfy the needs of the minority of us who like carriages for their own sake, we currently maintain a fleet of 26 carriages including 10 'awaiting' or under restoration. All C&W work is done with two full time and two part time employees and some 10 regular volunteers (the latter with an average age in the mid 60s!).

Routine maintenance takes up perhaps one third of manpower, including such matters as apparently trivial but actually vital matters such as fixing and checking door locks as well as more obvious tasks as checking brakes and lubrication. Also there are one offs like the damage from a fallen tree and a rough shunt in August 2008 which, combined, took up about two man weeks to check and fix.

British Railways Mark 1s

Our carriages are generally used to form four rakes; one MK1; one Maunsell; one Pullman and one (although now potentially two) vintage. In terms of revenue earning the premier coaches must be the ex British Railways Mark 1s. There are nine of these in service and they are very heavily used particularly at Santa and Thomas™ events when all are in use as the two corridor sets



The vintage set with Bodiam in the lead at Tenterden. (Nick Pallant)

(the only time that two such rakes are needed). Almost without exception three or four run every operating day and two, *Petros* and the RMB (Restaurant Miniature Buffet) never get a rest between overhauls simply because they are deemed essential for our customer service; *Petros* for disabled people and the RMB to help feed the five (more like 50!) thousand.

It is a testament to the soundness of the original design that these Mk1s can run day after day and, probably as deleteriously, stand out in the open in all weathers, and only require overhaul about every eight years. Not that they are without faults; the underframes were built to last having been originally designed to be re-bodied and give little trouble but the bodies are a different issue. Designed in the late 1940s their design characteristics may be compared to a car of that era and we have seen what happened to them! Corrosion control by design was in its infancy and it shows. Pillar bases, bottom sides, window surrounds and doors (a horrible combination of water and exposed wood and steel) are particularly vulnerable. Fortunately

roofs are good so water damage from that source is minimal and the interiors, mostly of veneered ply, stand up well to battering by, amongst other things, children and catering trolleys.

When they come in for repaint and overhaul the paint is generally sound but faded but when you rip off the paint the amount of filler and patching that comes to light (both BR and ours) can be quite staggering. It is only at this stage that the amount of time required in the shop can be properly assessed for, although we might have spare bogies and wheels, there are no spare bodies. It is mainly to provide a spare, and not for any traffic increase, that the Avon Valley coach (No 68) is being given a very heavy overhaul to ease the time pressure on Mk 1 overhauls. The C&W team are becoming very skilled at body repair and repaint, so we can look forward to many years of use from these carriages although repair costs are bound to increase with the years. Seating repairs, moquette replacement and general interior condition are very important to customer satisfaction and require constant vigilance.



BR MK 1 No 63 (S25446) with CK No 56 (SR 5618) in No 1 siding at Tenterden (Nick Pallant)

Although the actual seat re-covering is now contracted out internal overhaul can be a time consuming job. External livery is one of those issues that nobody can agree on but it is presently intended that the rather dull sage green (even when enlivened by a chrome yellow stripe) will be progressively replaced.

However, with a eight year repaint cycle for each Mk1 taking an absolute minimum of six weeks – you try stripping, patching, filling and putting on two undercoats and four topcoats in less - mix and match will be the order of the day for some time.

The only major Mk 1 concern is currently *Petros* (for full history see the Tenterden Terrier No 103). As the pioneering disabled access vehicle it has been in virtually continuous use for thirty years.

It is invaluable for its purpose but its removable seats (both the rickety ex-BR originals and their metal framed replacements) are unattractive to ordinary passengers so it often travels lightly loaded or empty. There is also a suspicion that advances in medical

technology and a culture change among people with disabilities may have led to their actually being less demand for a coach perhaps now seen as a bit of a 'ghetto'. Both internally and externally the body is looking very tired. An assessment of what might be possible to upgrade this vehicle and its funding remains a problem that needs resolution in the near future.

Although a fair way from overhaul the RMB will present some problems if major work proves necessary. The presently un-restored restaurant car (No 96) was acquired from the Bluebell some years ago with a possible view to replacing the RMB with a vehicle capable of providing a more versatile catering service, but with extensive work required and shortage of resources both in workshop and on board services this now seems a long term prospect.

Pullman

Pullman catering is of course a big money spinner and contributor to the railway's solvency. The vehicles currently in the set have therefore the highest priority for routine



The RMB as part of the green A set in the loop at Tenterden (Nick Pallant)

maintenance and regular sprucing-up to keep up the necessary high standards. These vehicles are not the best ergonomically for the crews and solutions need to be found, but the coaches themselves can only be dealt with in the quieter seasons.

The Hastings Pullmans in particular being wood and constantly exposed to sun and rain on one side present problems requiring repainting at least every five years. Heating too is a problem in winter, for steam heat is a slow and inefficient medium for a train which is only used once a day and stands without an engine attached until shortly before departure. With this in mind investigations have been made about fitting small automatic self contained Eberspacher heaters of the sort used for caravans boats and lorries. Funding permitted, one these may be fitted to Theodora when she comes in for her forthcoming repaint.

Maunsells

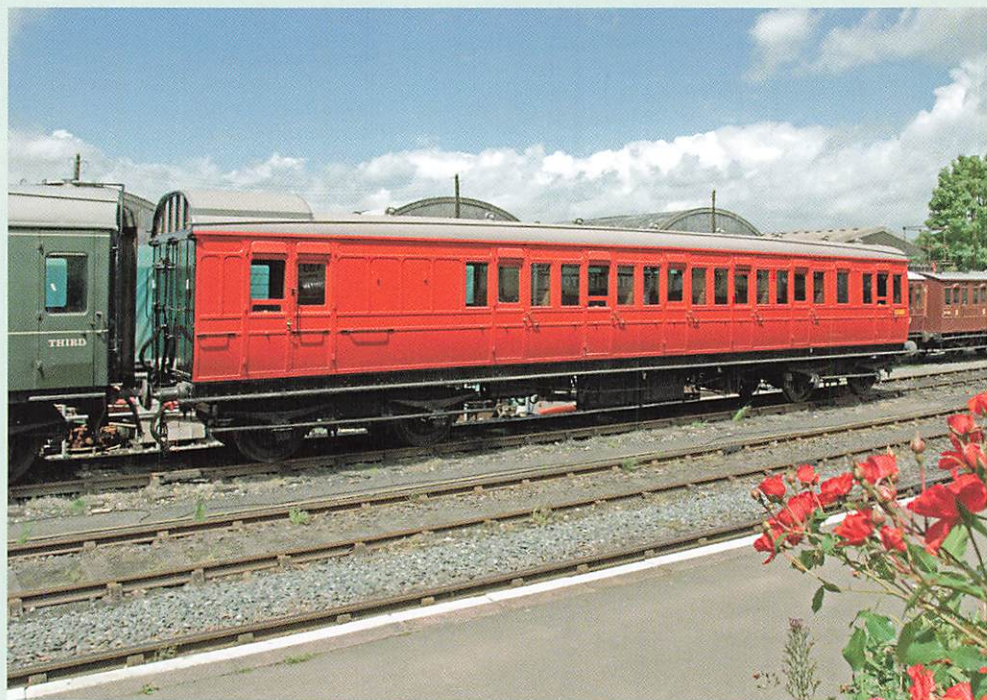
The heritage coaching fleet (all coaches mentioned from now on are earmarked for special care under company Heritage Policy (see *Tenterden Terrier* No 102, Spring 2007) might start with our Maunsells. There are, it may surprise some readers, five of these. Three (two non-descript brakes and one CK) are fully restored and, on occasion, make a very nice set. However at the moment one non-descript brake (known as NBOs on the railway although they should really be designated BNO) is kept with the Pullman set to provide very necessary capacity. The other two usually provide reinforcement to the principal Mk1 set (and occasionally the vintage train) which might otherwise lack first class accommodation. And very comfortable they are too – the NBOs being the writer's choice for a comfortable ride. Being wood frame covered with steel plate they are not without their maintenance problems arising from the constantly exposure to the elements but do not present any major problems at present. Less spoken of is the unique Maunsell with 'lowlight' corridor side windows (SR No 5153) which was once in service but sadly neglected many years ago and now better cared for under canvas at Bodiam. Finally there is the SE&CR designed matchboard clad Maunsell – a potentially beautiful coach needing much work. Neither of these last two are likely to see restoration on any currently envisaged timescale with current resources.

Vintage Coaches

Now we come from the workhorses to our unique selling point, at least until fairly widely copied – the carriages in the currently somewhat underutilised 'Vintage' set and their un-restored cousins. These precious coaches are a key asset and the decision to form this train gave us an invaluable marketing edge. The travelling experience they offer is far more memorable than Mk1s, particularly as it allows our smaller engines to carry respectable numbers of passengers. There are however two downsides, one commercial and one physical. It is not at present possible to offer the invaluable coach parties the refreshments they require on a non-corridor set. Physically, on the maintenance front they are at present always exposed to the weather and used as intensively as the other types so they do not dry out. This is very detrimental to wooden bodywork so they require more frequent repairs and painting (which itself can be more complex) than more modern coaches. So they require attention about every five years.

Nevertheless some years ago the Board adopted a policy of restoring enough of these coaches to form two trains and with the restoration of the Woolwich and the Birdcage, and the remaining Ashford body well underway, we are some way towards achieving this objective. However at least one, possibly two, more coaches will be needed to provide enough for two rakes plus spares. Further if we are to reserve the two saloons for special workings their ambience deserves then at least one more would be needed. The question is therefore what coaches should be tackled next. Stored under canvas at Bodiam are three bogie coaches; the L&SWR invalid saloon, the L&SWR tri-composite and the second birdcage.

Unfortunately these all require extensive repair and replacement and are probably three-year (minimum) restoration – really rebuild- jobs. The four wheeler bodies we have (the 'Ashford' and 'Spa Valley') have chassis available and even the old Mess coach (an SE&CR short bogie) has one, so with less restoration work per unit and with their high seating potential they seem better bets. However, all these restoration jobs rely heavily on volunteer input and, without covered accommodation, the finished coaches are high maintenance, so must really have some such (high cost) provision by the time they are completed.



Birdcage resplendent (Brian Stephenson)



Birdcage brakevan interior (Colin Avey)



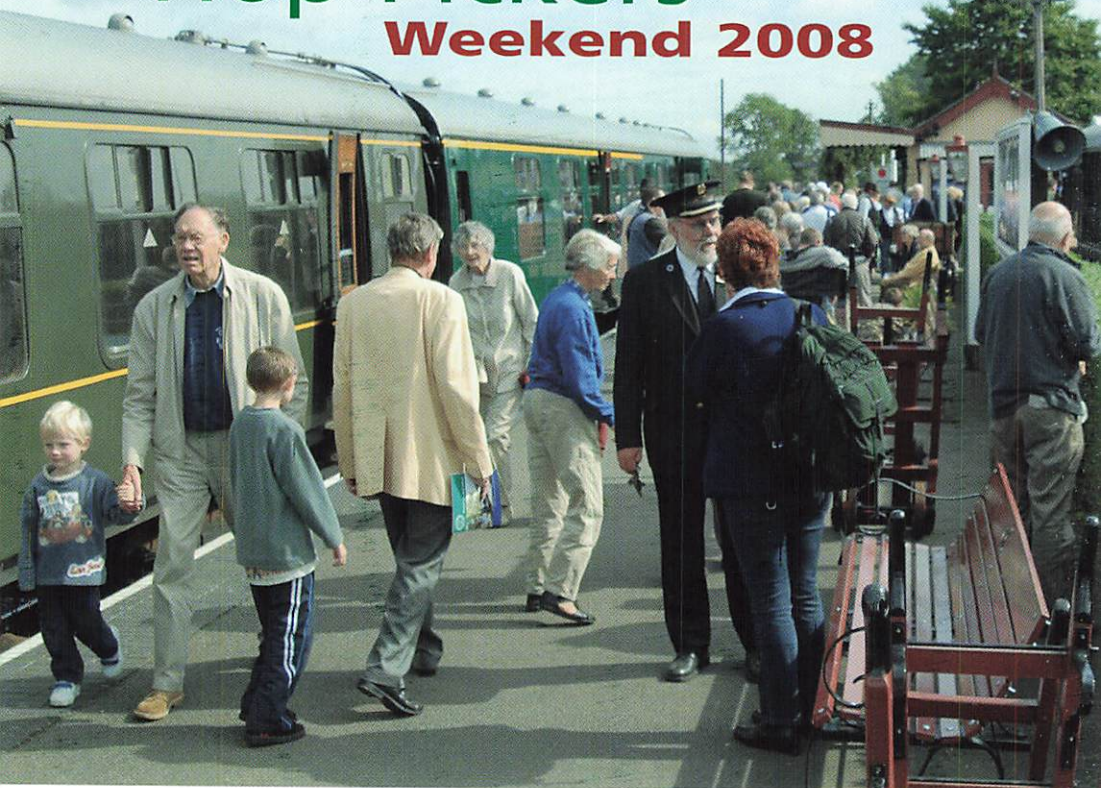
Geoff Silcock breaks champagne at official launch of Birdcage, 13th July 2008 (Brian Pennells)



2nd class compartment Birdcage interior (Brian Pennells)

Hop-Pickers

Weekend 2008



Packed platform at Bodiam (Kent & East Sussex Courier)

"The best ever". That seems to have been the general verdict on this year's Hop-Pickers weekend held on 13th and 14th September.

This was a year of anniversaries, thankfully not like a 100 years ago when The Courier described the "wretched weather" as "constant rain with the hoppers wet through ... not possessing a dry change of clothing ... living in damp-sodden clothes". This year, we were looking back 50 years, when although the weather was good, the decline in hopping had become apparent. Less labour was required as mechanical picking became widespread and there was a general decline in growing of hops. In September 1958, the last hop-pickers train ran to Bodiam from London Bridge, on the K&ESR reduced to just two carriages and with a class 04 diesel No 11223 substituting for the usual Terrier class engine.

This year, in brilliant weather, our class 03 No 2023 with two Maunsell carriages completed

one return journey from Tenterden each day to commemorate the train of 50 years earlier. By coincidence No 2023 was built just 50 years ago at Swindon so was also celebrating an anniversary. A fortnight earlier, the 03 with the same carriages had been run as advance television publicity for BBC South East and Meridian local news.

A good turnout of members suitably attired in 'hopping costume' gave the allusion of crowded hoppers trains arriving from Robertsbridge. Lengthy interviews to our special weekend were edited out in the studio. Even so, many people seemed to have recognised both the station and the K&ESR and made reference to it over the weekend.

Apart from the 03, six trains ran each day, with a five coach Mark 1 set and No 3 "Bodiam" with the vintage set. All the trains were very well patronised. At Bodiam, an innovation for the station attractions was the appearance of

steam road vehicles. One was a Super Sentinel steam tractor. Built in 1936 and part of the Hadlow Down collection, the vehicle is fitted with a large winch behind the cab which was used for loading tree trunks onto a trailer. Also in attendance was "Advance" a small Wallis & Stevens road roller. Both were in steam each day. As usual, there were also classic cars and vans, farm tractors and two 1940's lorries loaded with hop products. Norman Colletts Model T Ford small fruit pick-up and the penny- in-the-slot machines were again present.

The cattle-dock once again had Bruce Law with his hopping impedimenta with demonstrations of stripping the flowers from the bines. Decorations included hop-bines apparently growing up the platform canopy supports.

The inner man (and woman) was well served by the B-B-Q and tented teas and the beer tent did a good trade, leaving no left over draught beer to be taken home by volunteers! The Catering

Manager estimated afterwards that turn-over from these outlets was over 25 per cent up on last year. Music was again provided by "Hopping Mad" on both days and on Saturday evening. The evening event was well attended and worth re-introducing this year. Saturday also saw new Morris dancers performing, and taped music of the period was played in the station building area, well away from the band.

The shop also did good business and the next door waiting room became a video theatre for the weekend.

As on previous occasions the Portsmouth Corporation open top double deck bus, No 5, plied between station and castle on both days. Fortunately after a run of indifferent weather, the weekend was blessed with warm sunny conditions which made for a very good crowded "village fete" atmosphere. It probably was the best hopping event we have had over the past eight years.

John Miller



"Cor' strike a light guv'nor where's the Terrier!?" (John Rose)



Sentinel Steam Tractor (John Liddell)



The B-B-Q and Beer Tent (John Liddell)

From the Board Room

Points from the meetings held in May, June, and July. As usual there was no meeting in August. Fuller details can be obtained from the Company Secretary.

In May: Paul Wilson (Engineering Manager) attended the Board meeting on behalf of the General Manager and at the June meeting Geoff Crouch deputised for the Chairman.

The passing of volunteer Andrew Wilton and David Campbell, a retired Company Employee (Caretaker, Signaller and Guard) was noted with regret.

The Rail Accident Investigation Branch were carrying out an investigation into user worked (i.e. occupation and accommodation) crossings on the national network. Any changes to statute would doubtless also affect heritage railways and might clarify and simplify the existing law.

The misuse of a user worked crossing had led to the Company issuing appropriate reminders to the relevant landowners.

The Catering Manager had expressed concern about the hours which it was proposed Pullman staff should work in 2009. Friday evening Pullmans, accordingly, had been removed from the 2009 budget proposals. This would not necessarily preclude running an occasional Friday evening Pullman.

The RAIB Report on an incident on the Nene Valley Railway when a child fell from a train was discussed. It was decided to arrange for a risk assessment in respect of L&NWR Balcony Saloon K&ESR No. 82.

Derek Dunlavey had confirmed with HM Railway Inspectorate that there would be no objection to 'last train' re-enactment, carrying only volunteers, travelling over the Bodiam end siding during the 2008 Hoppers event.

HMRI will be visiting the Railway during an operating day in either August or September.

The GM had submitted a written report regarding the coal yard land at Northiam. The exchange of correspondence continued.

The Company Secretary had received acceptable apologies and assurances from the Ashford Valley Hunt in respect of trespass. The matter was now closed.

The Board resolved that the Special Resolutions

regarding the new Family Group category and the introduction of a 'rolling' system of membership subscription renewals be put to the 2008 AGM.

The Board agreed that the Company join CASE Kent (Community Action South East). This body supports voluntary organisations, organised training days and other similar activities. No membership fee was involved.

The Board decided that it was unable to support a planning application for a caravan park near Bodiam village and regretfully declined a request to do so.

In June the Board was informed that Ashford Borough Council had produced yet another Tenterden and St. Michaels Parking Scheme. Few details were available.

In May Philip Shaw reported that the cash position figures were approximately level with the same point in 2007. Special event figures were very positive in view of the overall dull trading position. In June, Philip reported that the cash position was quite good and not significantly less than 2007. The new computer ticketing system should assist in improving the Gift Aid uptake. The Board noted with approval the GM's action in restricting the employment of casual staff to strictly essential areas (mainly in catering who cannot function without them). In July the finances were running evenly with those of 2007, the year in which substantial payments were made for the Pannier tank. Income was short of target and there was a continuing need to monitor the position. Brian Janes asked if budgeting for 2008 had been optimistic. The GM replied that not enough people were visiting the Railway, but those who were were spending more. Budget items had been cut back with the agreement of the managers. John Cobb reiterated the need to continue monitoring the finances and added that the importance of donations and legacies was being emphasised. Philip Shaw observed that this was similar to the position on many heritage railways.

Philip Shaw and John Cobb had met with Messrs. Day Smith & Hunter (Auditors) about the 2007 Audit. The Auditors had given a generally good report in respect of last year. The Audited Accounts for the year to 31st December 2007, were approved for signature.

It was hoped to determine the 2009 calendar and

timetable by September and to bring the 2009 budget to the October Board meeting.

The GM reported that passenger numbers during the 1940's Weekend had been marginally better than in 2007 but that the Evacuation event had been substantially better. Half term week had also been marginally better. The first Weekend of Thomas™ had, however, produced fewer than 1,000 passengers per day. There will not be a June Thomas™ event in 2009.

The GM's written report was very positive about the success of the May Gala. The Board agreed a formal vote of thanks to everyone who had contributed to the success of the event. Passenger numbers over the three days were 1,886, compared with 1,316 for the 2007 Col. Stephens event and 1,349 for the 2006 Terrier Gala, an uplift of 43 per cent. Although numbers exceeded projections, revenue per head on ticket sales was lower than the budgeted figure. The reasons were probably fewer programme sales coupled with the fact that normal fares were charged between Northiam and Bodiam, which was not encouraged in 2007. Transport costs exceeded the original budget figure, as did loco hire, but this was covered by an agreement to hire the Pannier to North Norfolk in return. Other expenditure for the event was in line with the budget. The fish and chip train made a paper profit of £700. Altogether the profit for the weekend was just under £12,000. Catering and shop takings were well above budget for the event, however, with expenditure well above the normal spend per head for May. The positive affect Galas have on staff morale had been noted by all concerned.

The June Thomas™ event had been disappointing. Normal operating days were producing very variable results although group bookings continue to be positive. Other tourist attractions were experiencing similar difficulties.

The Blackbaud computerised ticketing system was due to go on line. The reaction of the booking clerks on the whole, had been positive.

There was some disquiet among volunteers and non-volunteer members regarding admission to Galas. Norman Brice instructed that a note should go with membership renewals in the autumn explaining the Company's practice regarding members' admission to events.

In May Geoff Crouch distributed a further paper on volunteering to be considered by Trustees and considered at the next meeting. In July Geoff presented a tabulated summary of suggestions

received in respect of new volunteers. The decision on which were to be adopted lay with the Board. All Trustees were to consider these suggestions preparatory to a discussion at the September Board meeting. Thereafter the matter will be opened out at the AGM to obtain further suggestions from the membership.

The best way to commemorate the late Vice President, Robin Doust was discussed. This was extended to cover commemoration of all volunteers. It was decided to form an ad hoc committee to consider memorials. The tentative idea of some form of memorial at Bodiam was to be examined but other ideas would also be explored. The Memorial Sub-Committee would be making a site visit to Bodiam in August.

Stuart Phillips introduced the matter of membership subscriptions and outlined the Membership Committee's discussions of the issue. There followed a lengthy discussion by Trustees but it was decided to make no change to subscriptions..

Volunteer Christopher Mitchell intended to stand down from the Employment Committee with effect from the 2008 AGM. Candidates to fill the post would be sought via an announcement in the Terrier. Norman Brice wished to record the Trustees' thanks and appreciation for Mr. Mitchell's contribution.

The Chairman said that concerns had been expressed to him about the burden being placed on volunteers and employees. He wished to make it clear that he was not implying a criticism of the GM. After some discussion the Board asked the minutes reflect its concerns about pressures on staff and that it shared these with management.

Ann Quarterman was due to retire from the post of Events Co-ordinator. The Board approved a vote of thanks for her services during her two years with the Company.

In May the GM reported steady developments in respect of the proposed Tenterden and Rolvenden improvements, including a positive initial visit from an Ashford BC Planning Officer. In June the GM reported that an application had been made to ABC in respect of a Certificate of Lawful Development for the extension to Tenterden carriage shed.

Ashford BC was unable to give a full opinion on the Rolvenden development without drawings but had less objection about the non C&W aspects of the Tenterden development than previously. There would now be consultation

meetings with the managers. Brian Janes said further staff work was needed on all these proposals and the Chairman agreed with him.

The ownership of Sentinel *Gervase* had now passed from Rick Edmondson to Mike Hart who intended to restore the locomotive and thereafter retain it on the K&ESR.

A group of members proposed to bring two wagons to the Railway and restore them at no cost to the Company. It was decided not to agree to this proposal because (a) there was no commercial necessity; (b) there was insufficient space available for further vehicles; (c) there were no resources which could be made available to assist the project.

The Tenterden Town Station Refreshment Rooms (a.k.a. the Buffet) had been awarded four (out of five) stars in the local 'Stars on the Doors Scheme'. The Board commended the Catering Department on this notable achievement.

Approvals for controlled buildings under the Heritage Policy was discussed. The Chairman stated that the Board wished to control major developments, not minor structures. Brian Janes said that the procedure was in the Heritage Policy but thought that the 'chain of command' needed to be clarified.

A further draft of Policy Document, POL 214, Safeguarding Children, Young People & Vulnerable Adults was agreed for the Chairman's signature.

The Managers had suggested an experimental

smoking ban in the public areas at Tenterden Town and Wittersham Road during the next Thomas™ event.

2008 AGM Election Results

There were three vacancies on the Board this time but only two candidates. Both were directors retiring by rotation but standing for re-election. The results were:

	For	Against	Abstentions
Norman Brice	197	34	5
Geoff Crouch	227	7	2

Immediately following the meeting Norman Brice was re-elected as Chairman for 2008/9. On this occasion it was decided to extend the Chairman's term of office until the November 2009 Board meeting. The intention is to allow the next election for Chairman to take place at a time when there will be less pressure to hurriedly consider this important annual issue. Would mess room lawyers please note that the Articles of Association do indeed allow this.

The Special Resolutions establishing the new category of Family Group Membership, renaming Family Membership as Associate Membership and introducing 'rolling' renewals of subscriptions were all approved with votes in excess of the required 75 per cent majority. In respect of the last mentioned, existing members can rest assured that their 1st January renewal date will remain in effect in perpetuity.

*Nick Pallant
Company Secretary*

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2008

1st Nigel Thomas	No. 074	£60.00
2nd Mr & Mrs F Turner	No. 066	£40.00
3rd Jeremy Nelson	No. 424	£30.00
4th Keith Brown	No. 177	£25.00
5th Maurice Ashby	No. 583	£20.00
6th Chris McNaughton	No. 298	£10.00

July 2008

1st Paul Gurley	No. 559	£60.00
2nd David Slack	No. 271	£40.00
3rd Mrs A P Aldridge	No. 253	£30.00
4th Mark Stuchbury	No. 024	£25.00
5th M J Hoad	No. 141	£20.00
6th Mr A Baker	No. 319	£10.00

June 2008

1st Chris Tibbatts	No. 498	£80.00
2nd John Collard	No. 196	£60.00
3rd Colin Roe	No. 408	£50.00
4th Vic Grigg	No. 320	£30.00
5th Jean Clarke	No. 378	£20.00
6th Meg Gooch	No. 238	£15.00
7th Ken Dow	No. 275	£10.00

August 2008

1st M P Ascott	No. 153	£60.00
2nd Neil Rose	No. 309	£40.00
3rd Dave Drewery	No. 124	£30.00
4th Lyn Thorogood	No. 226	£25.00
5th Jo Wenden	No. 204	£20.00
6th Vic Bradley	No. 068	£10.00

To join the 300 Club Phone Brian Heyes on 01622 744509 or Chris Garman 01424 441643 for an application form.

Book Reviews

Robert Billinton, An Engineer Under Pressure. Klaus Marx. The Oakwood Press. Paperback. 152 pages including index, numerous black and white photographs. Price £12.95. ISBN 978 0 853261 676 4.

In recent issues of this journal we have reviewed two books about the London Brighton & South Coast Railway. Both were notable for their feet-on-the-ground social realism – not always a quality associated with the study of the 'Brighton Line'. Both dealt with the last decade or so of the LB&SCR and one was Klaus Marx' biography of Locomotive Engineer Lawson Billinton. It was therefore interesting to step back an era with Mr. Marx' latest offering, another Billinton biography this time about Robert, Lawson's father and predecessor-but-one in office. Robert Billinton was, however, designated Locomotive Carriage & Wagon Superintendent with further responsibilities including oversight of the Marine department. As the title implies, these wide ranging duties were the cause of considerable stress both personal and managerial.

Mr. Marx admits that presenting a subject which is now beyond living memory has its difficulties. He has nonetheless made good use of the files held in the National Archives at Kew as well as referring to a respectable list of secondary sources from, among others, D.L. Bradley, F. Burt, J.N. Maskelyne, J.T. Howard Turner and David Gould. One has the feeling that Hamilton Ellis is quoted for his eloquent English rather than his historical opinions, the latter being treated with a degree of discreet and tentative caution. The resources of the Brighton Circle and the Billinton family have also made substantial contributions.

The text itself is a good solid read which reiterates some well known areas of LB&SCR history from a fresh perspective. The chapter on locomotives has, however, the feel of a railway history written 45 years ago but this is perhaps not surprising as there is little new left to say on the subject. From the K&ESR point of view, one of the most interesting facts recalled is that it was Billinton who realised the second hand potential of the Terriers. This reviewer, as a C&W man, found the chapter on Billinton's carriages and wagons interesting and concise, as well as leaving him wondering why he had never looked further into this aspect of 'the Brighton'. The chapter on marine operations is equally worthwhile.

Moving on to 'Works in Progress', 'Sheds and Turntables' and 'Other Management Matters' this volume becomes much more like Mr. Marx' book about the younger Billinton, also published by Oakwood Press, the railway being placed in its economic and social context. There are, however, some interesting contrasts in management style when it comes to labour relations. Lawson Billinton seems to have been a man of the 20th century and prepared to move with the times. His father had been a Victorian autocrat with mitigating compassionate edges. The final chapter of the book covers what seems to have been an increasingly chaotic period when an ageing Robert Billinton had to cope with the effects of expensive developments on one hand and under investment on the other, all of this made worse by constant complaints from both Board and public, as well as a span of control no modern manager would tolerate. The saga of the hunt for a new carriage works site (finally found at Lancing) makes an interesting tale in itself.

Robert Billinton, An Engineer Under Pressure should appeal to anyone with a taste for the LB&SCR, even those who, like the reviewer, have long since abandoned the sunlit idyll of mustard yellow locomotives for the history of a notable Victorian company. Another value for money volume of the type one can rely on from the Oakwood Press.

NP

The Kent & East Sussex Railway. Hugh Nightingale. Halsgrove. 144 pages. Price £14.99. ISBN 978 1 84114 772 7.

Although there has been a scattering of photo albums on the history of the Kent & East Sussex, starting with that pioneering classic 'Rails to Tenterden', the reviewer cannot recall a commercially produced one on that all-important historical period – the preservation era. Well here it is, compiled and written by that well-known Terrier and K&ESR enthusiast Hugh Nightingale who has been photographing the railway on an occasional basis, using several generations of cameras, for the last 30 years. Hugh generously dedicates the book to the staff and volunteers, past and present, of the railway.

The publishers, Halsgrove, have in the last year or so produced a series of full colour albums devoted to the preservation area of heritage lines and, perhaps not before time, we are the

sixteenth. The publisher's blurb describes us as 'arguably the most eccentric, and quite possibly the most scenic, preserved railway in England'. Hugh does his considerable best to prove this with a range of well composed, often very scenic shots, showing the railway in its many seasonal moods. Interestingly, although perhaps understandably, the images are dominated by the eccentric and vintage side of our operations rather than our bread and butter Mk1s and Austerities. The photos are accompanied by the author's very personal captions; a nice change from the dryly factual ones of so many photo albums. History is served by a similarly personal seven page introductory essay.

The production values of the book are fairly high and the framing of photos and the arrangement of captions excellent, although a few photos could have done with a little more care and attention during the printing stage. An attractive record of the preservation era and, all in all, good value at £14.99 in this day and age.

BMJ

An Illustrated History of the Shropshire and Montgomeryshire Light Railway. Peter Johnson. OPC. Price £19.99. ISBN 978 0 86093 619 0

Almost solely due to the personal initiative of Holman F Stephens the Shropshire and Montgomeryshire Light Railway emerged in 1911 like a phoenix from the derelict remains of the Potteries, Shrewsbury and North Wales Railway (known as the 'Potts'). That railway had been a child and victim of the third railway mania of the 1860s when contractors and financiers conspired to strip investors of their savings. With the collapse of the mania a railway stretched from two quarries through the unpromising territory of rural Shropshire to the main lines at Shrewsbury; far removed from the Potteries area. No existing company would pay it any attention and it struggled on its lonely and unprofitable way till it was shut down as unsafe in 1880. Efforts to revive it came in the late 1880s and early 90s under the title of Shropshire Railways and although they nearly came to fruition they collapsed in a welter of lawsuits. The story of this railway to that date is indeed a welter of financiers, contracts and lawsuits with which this reviewer is all too familiar from his researches and articles and the author has clearly struggled with considerable success along the same route devoting about half the text to the saga. From this shambles revival fell to Stephens as he promoted the Shropshire and Montgomeryshire Railway proper (although

always known locally as 'The Potts'). He produced a moderately successful revival which, surrounded by hostile companies and too near some excellent roads (including Telford's Holyhead road, now the A5), came far too late. Taken over in World War 2 as a service line for ammunition dumps it became extremely busy until it finally closed in 1960.

A well researched book on the Shropshire and Montgomeryshire has long been called for. One or two books have been published in the last 20 years but they all relied heavily on the original history of the line, a slim but, for its time authoritative, volume by the late Eric Tonks published in 1946, revised in 1972 and reprinted in 2007 (see the review in The Tenterden Terrier 106, Summer 2008) .

Peter Johnson has become well known as a writer on the narrow gauge and lately for his illustrated histories of the Festiniog and Welsh Highland railways. As a busy railway journalist he has turned to the Welsh Marches and has written this book at truly breathtaking speed. And it is good. The author has drawn heavily on the board minutes of the railways concerned, other documents in the National Archives and selectively on the works of others (the reviewer included) and has written a fresh and authoritative tale - strange though that the web articles, clearly consulted, are unacknowledged. If you want to know about the Railway most of the facts are here although details of rolling stock are, as has become usual in this series of books, somewhat thin.

The author has been very studious in his search for illustrations and you will find in here many previously unpublished images of a railway that it was once thought to be rather unrepresented in the Stephens canon. The endpaper maps, by Gordon Rushton, are also noteworthy. Peter Johnson's researches have, however, been let badly down by the publisher, or perhaps one should say the so-called designer, for many of the photographs, perhaps half, which in the original are good black and white shots, have been printed in a particularly bilious shade of green which occasionally veers into yellow! What purpose this might serve is a total mystery to the reviewer.

This printing aberration apart, if I have any reservations in reviewing this book it would be that for the average reader the text is perhaps too firmly rooted in the raw facts of the original business document and, particularly, board minutes. These are always the best starting point

of any history and sorely neglected by many, but they are inevitably partial, being written by the proprietors, who are also reluctant to enter non business detail and 'colour'. So the reader knows much about the business and little of the day to day activities. Perhaps however this is too picky. Although far from error free, particularly in picture captions, this is a soundly factual book that fills a big gap in the Stephens canon. Warmly welcomed and recommended.

BMJ

New History of the K&ESR

Brian Hart's long-awaited history of the pre-preservation history of the Kent & East Sussex Railway will shortly be published by Wild Swan Publications Ltd.

Largely researched from original sources, the author begins with the earliest schemes to bring a railway to Tenterden, and describes how the town came close to being served by the South Eastern Railway. However, as we know, Colonel Stephens' light railway scheme won the day and the author provides entirely fresh insight into the formative years of the Rother Valley Railway and the events which occurred at that time. Continuing into the heyday of the Kent & East Sussex, there are all manner of descriptions of life on the railway which add a new perspective. A whole chapter has been devoted to Stephens' ambitious proposals to further expand his railway enterprise in these parts with branches extending to Ashford, Cranbrook, Maidstone, Pevensey and Rye.

The line was over-shadowed by the major railway

companies and pitted against economic depression and the competition from road hauliers, and Brian Hart guides us through the leaner years under the competent stewardship of W. H. Austen. A useful route description with maps and photographs follows as we are taken on a tour from Robertsbridge to Headcorn. Finally, he covers the period of the railway's nationalization and its closure by British Railways in 1961, where his book decisively concludes.

With a wealth of absorbing text spread over 280 pages and with as many wonderful illustrations - a surprising number of which have never been published before - this will doubtless be a volume for the long winter evenings and one to treasure.

Printed on high quality art paper and to the publisher's renowned high standard. Price and publication date for *The Kent & East Sussex Railway* will be announced in due course.

Employment Committee Vacancy (Revised Advertisement)

The brief of this Committee is, amongst other things, to review changes in legislation affecting workers on this railway.

As you may know, it was decided in 2002 that a Volunteer Representative should sit on the Employment Committee, in addition to the elected Staff Representative. It was also decided that both Staff and Volunteer Representatives should be appointed for a period of three years, with effect from the AGM in the year the election is held.

As the result of the resignation of the Volunteer Representative, nominations are now being sought.

It is intended that only working volunteers will be eligible to vote and sit on this Committee. Accordingly, if you are a 'Volunteer' member, you must complete a nomination form* if you wish to nominate a colleague. Please ensure the form is fully completed and delivered to the Company Secretary at the Company's Registered Office no later than 5.30 pm on Friday 9th January 2009. In the event of there being more than one nomination it will be necessary to hold a ballot.

Candidates should be aware that meetings will take place only during evenings or weekends in Tenterden.

*Nomination forms are available from Nick Pallant, Company Secretary, Carriage & Wagon office, Tenterden Town Station, Kent TN30 6HE, tel. (Thurs - Sat) 01580 765511, email Nick@kesr.org.uk.

DEFECT REPORT

It has been pointed out to us that in the obituary to Robin Doust we regrettably referred to Charles Rickwood of Bulawayo Railway Museum as 'Charles Rickard'. Apologies are offered for this mistake

Brian Janes writes to say that in his Nationalisation article (Tenterden Terrier, 106, Page 36) George Osborne should have been called ALBERT Osborne. For the sake of historical record he asks us to print this correction.

Lastly, and in case anyone is wondering why, we are running the revised advertisement about the Employment Committee vacancy because it was realised (at an embarrassingly late stage) that that the nomination procedure was wrong! In the interests of fairness there was no option but to start all over again.

Island of Dreams

Philip Shaw, our Financial Director, continues his series of articles on finance, with a comparison of our results for 2007 with those of the Isle of Wight Railway.

Previous articles in this series have compared our results with those of the Bluebell and Mid-Hants Railways. This time I have chosen the Isle of Wight, which has a corporate structure virtually identical to our own. The Isle of Wight Railway Company is limited by guarantee, without a share capital and is also a registered charity. Its commercial activities (non charitable) are conducted through a wholly owned non charitable subsidiary called IWR Trading Limited. The profits from this company are gift aided to the parent annually. We operate a similar procedure through the Kent & East Sussex Railway Company Limited and Colonel Stephens Railway Enterprises Limited.

The Isle of Wight Railway itself is five miles long, about half the length of the Kent & East Sussex, and runs from Wootton through Haven Street and Ashey to Smallbrook Junction. The adult return fare is £9, proportionately higher per mile than our £12. The membership is 1,352 compared with our 2,400. Some of the key operating data in 2007 was as follows:

	K & ESR	IOW
Days operated	181	193
Passenger journeys	92,029	93,649
Average passengers per day	508	485

The income data, overleaf has been compiled from the annual accounts for 2007 and the presentation has been made to show, as far as is possible, comparability between the two organisations. Our gross income figures are much higher due to the longer stretch of line operated and also because we have a much more intense catering operation. Income from shops is remarkably similar. Direct salaries are charged to these activities when calculating the net income figures. The IOW does not seem to benefit from the Gift Aid legislation, at least nothing is identified in the accounts, whereas we achieved £73,192 in 2007, a vital contribution to our overall income.

Net income from ticket sales/events is shown after all general organisational overheads and

this shows a much higher negative figure for us than the Isle of Wight, even if we make a credit to this core activity for train charter income arising from the cost of providing catering and footplate experience trains. Heritage railways are not inherently profitable and I have always believed that, with one or two exceptions, the longer the operating line, the greater the deficit will be. A limiting factor is always the maximum fare that the customer will pay and the quality of the general visitor experience on site. This does not necessarily relate to the level of the distance travelled. Many of the costs are also distance related, for example our bill for coal, fuel oil and water was £82,068 in 2007 whereas the IOW spent a mere £34,384. Both organisations spent a similar amount on publicity and advertising, in our case £55,931 and the IOW £54,453.

The balance sheets of the two companies show a different picture. The IOW is fortunate to be debt free, with £418,904 in the bank at the year end, on which it earned interest of £16,397 in the year. Its finance costs of £7,314 relate to credit card charges which are inevitably rising as visitors spurn the use of hard cash. Our finance costs of £68,987 included credit card charges of £14,410 and after netting off interest received of £11,027 amounted to £57,960. This is obviously more than we would wish, but our total indebtedness has been falling sharply year by year and amounted to £553,929 at the end of 2007, compared with £1,322,882 in the dark days of 2000, when we certainly had a problem.

Sources: Annual Accounts of the Isle of Wight Railway Company Limited and the Kent & East Sussex Railway Company Limited. (Some additional information has been incorporated in our own figures.)

ISLE OF WIGHT

	Net income	Gross income
<i>Non operating income</i>		
Legacies	45,800	45,800
Gift aid	0	0
Subscriptions	16,938	16,938
Investment income/interest	16,307	16,307
Restricted fund receipts	92,246	92,246
Less restricted funds	-106,021	
Donations/grants	20,489	20,489
Total non operating income	85,759	191,780
<i>Operating income</i>		
Ticket sales/events	-74,036	602,118
Footplate experience	0	0
Shops	53,598	146,455
Catering	40,820	158,521
Shows	-5,285	49,831
Other receipts	5,143	5,143
Depreciation	-88,647	
Total operating income	-68,407	962,068
Total income before finance	17,352	1,153,848
Deduct finance costs	-7,314	
Add surplus on bond	0	
Total funds generated	10,038	1,153,848
Total salaries	340,867	
Number of employees	40	
Ratio salaries/gross income	29%	

KENT & EAST SUSSEX

	Net income	Gross income
<i>Non operating income</i>		
Legacies	0	0
Gift aid	73,192	73,192
Subscriptions	34,835	34,835
Investment income/interest	11,027	11,027
Restricted fund receipts	95,205	95,205
Less restricted funds	-69,871	
Donations/grants	17,064	17,064
Total non operating income	161,452	231,323
<i>Operating income</i>		
Ticket sales/events*	-280,221	775,478
Footplate experience	42,521	49,254
Shops	53,963	160,002
Catering	209,229	465,499
Shows	0	0
Other receipts	20,444	20,444
Depreciation	-71,011	
Total operating income	-25,075	1,470,677
Total income before finance	136,377	1,702,000
Deduct finance costs	-68,987	
Add surplus on bond	122,501	122,501
Total funds generated	189,891	1,824,501
Total salaries	461,926	
Number of employees	27	
Ratio salaries/gross income	25%	

* Before crediting train charter income of £107,450. This is a calculated internal figure for the cost of providing for our on-train catering and footplate experience activities. This will also have the effect of reducing the combined net income (profit) from these activities.

Bodiam in the Sixties

As a schoolboy in Sidcup in the early 1960s, I had tinkered with model railways and gone train spotting with like-minded friends, and I read the *Railway Magazine* regularly from 1964. We did not have a family car, so I found it difficult to get to obscure locations outside cycling range, but there was the advantage that family days out could often be arranged to take in threatened railways – to Eastbourne via Tunbridge Wells West and the Cuckoo Line, for example.

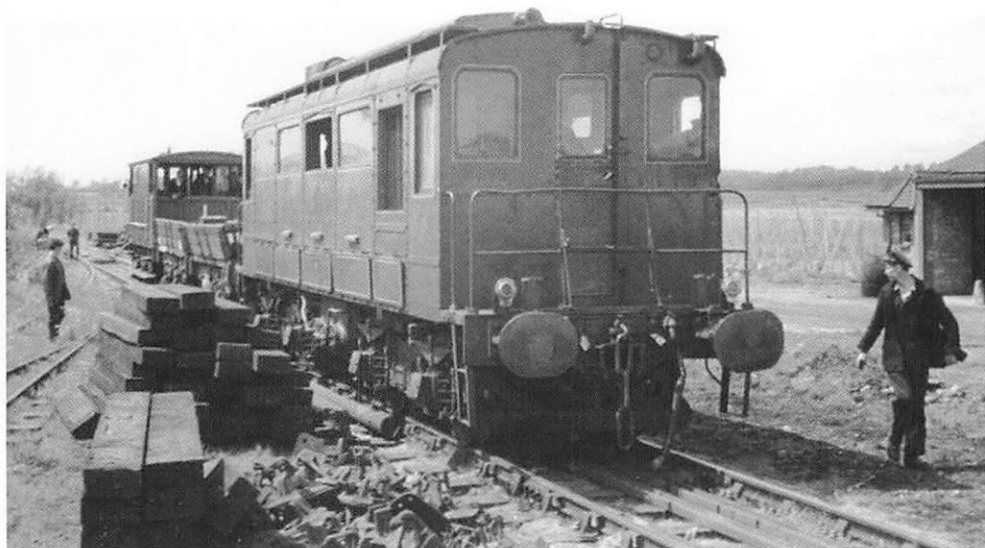
My school provided some further opportunities: the Transport Society organised a memorable visit to the Bowaters' narrow-gauge railway at Sittingbourne, and on a visit to Winchester with the History Society, a couple of us used our free time to walk through the disused tunnel at Winchester Cheeseshill station on the former Didcot, Newbury & Southampton Railway.

I had visited the Bluebell Railway during its second year of operation (by 2-Bil electric from Haywards Heath to Horsted Keynes) and when preservation schemes began to appear in Kent, my friend John Dowland and I decided

to join one each, although we knew we were unlikely to be able to offer much practical help. Having travelled on the branch before it closed, I joined the Westerham Valley Railway Association, while John became a member of the Kent & East Sussex Railway Association. The Westerham scheme sadly failed to materialise, and its membership was transferred to the K&ESRA.

Nick Pallant has recounted the earlier history of K&ESR preservation in his book, "Holding the line". Suffice to say that for those of us whose chief contact with the railway was through the *Farmer's Line* magazine (the predecessor of the *Tenterden Terrier*) and the frequent special mailings, the future of the railway seemed to swing from the brink of disaster, with track lifting likely to begin any day, to euphoric expectations that steam trains might begin running that very year.

When appeals for help moved from the general to the particular, with working weekends on specific dates, we felt we should make the effort to give more practical support and managed to get down to the railway on several occasions.



BTH (Ford) Bo-Bo diesel at Bodiam in 1967 (via Tom Burnham)

Once or twice John was able to arrange for his parents to run us down there in their Morris 1100, but usually we travelled by train from St Mary Cray or Orpington to Robertsbridge. Hastings trains did not generally stop at Orpington in the diesel era, so a change at Sevenoaks was necessary. Once we arrived at Robertsbridge, we would make our way through the BR goods yard to walk along the K&ESR to North Bridge street level crossing. It was long before the Robertsbridge bypass was built, so that all the traffic on the A21 had to use the crossing, making it very busy at holiday weekends. This part of the line was still in use as a siding to serve Hodson's corn mill, and a number of grain wagons and the P class 0-6-0T 'Pride of Sussex' occupied the mill sidings.

On special working weekends, transport to the site would be waiting on the far side of the level crossing. This usually comprised one or two petrol-engined Wickham inspection trollies, often driven by one of the Webb brothers. Together with the other volunteers who had arrived at Robertsbridge by the same

train we found a place to perch on the wooden casing along the centre of the trolley, which then bowled off eastwards along the weed-grown rails. The speed seemed faster than it no doubt was; the bumpy ride caused by the absence of springs and the fact that the floor of the trolley was little more than a foot above rail level added to the exhilaration. I was always fascinated by the transmission of these trollies, which could be seen quite clearly in operation through gaps in the casing on which we were sitting. There were two discs at right angles, with friction material on the face of one and the rim of the other. One disc was driven by the engine and the other was mounted on an axle, both on splined shafts. The disc on the axle could be pulled back against a spring out of contact, allowing the driving disc to be moved into the required position. The assembly thus acted both as a clutch and as a means to vary the transmission ratio steplessly.

On one memorable occasion on Easter Monday, 27 March 1967 we found waiting for us at North Bridge Street not a petrol trolley



BTH with SER brakevan at Bodiam in 1967 (via Tom Burnham)

but 'Terrier' No. 3, "Bodiam", painted in unlined light green and hauling the 'Woolwich' coach. The coach had been fitted with seats from withdrawn Southern Electric stock since its arrival from the Arsenal. This was probably the first time we had travelled in a four-wheeled carriage, and we found the ride surprisingly comfortable – a tribute to the Edwardian carriage builders of Wolverton.

We once worked on lineside clearance between Bodiam and Northiam (a never-ending task even today), but usually we were at Bodiam, which was then expected to be the terminus of the first part of the line to be re-opened from the main line junction at Robertsbridge. Our efforts were directed by Peter Davis, then leader of the Construction and Maintenance Group. We did some permanent way work, trying to pack the ballast, which was seriously short in quantity, or just unloading and stacking sleepers that had been salvaged from elsewhere on the line. I remember these being delivered by the box-cab diesel loco from the Ford works at Dagenham, still in its original dark green livery, and with bolt holes in the sides of the body where the large "Ford" insignia had been removed. Some of the track in the Bodiam area had been relaid during the War using second-hand pressed steel sleepers, and these were still in adequate condition, though they did not give a very firm grip in the mixture of ash and pebbles which formed the ballast.

Our most memorable tasks were connected with rebuilding the platform retaining wall at Bodiam, part of which had been removed after the withdrawal of BR passenger services in 1954. Through contacts from his job in the cement industry, Peter Davis had managed to acquire a job lot of hollow concrete breeze blocks. After we had knocked the bottoms out of the blocks with hammers – just the job for teenagers – they were built into a wall, and once the mortar had set, the voids which now ran the full height of the wall were filled with concrete. During the restoration work at Bodiam in the 1990s, I was pleased (and a little surprised) to see that this method of construction, which I had regarded with some scepticism at the time, had passed the test of time with flying colours.

Forty years ago, hop growing was more important than today, and the building north of Bodiam station which became Vinall & White's engineering works was still in its original form as an open-fronted machinery

shed for the Guinness hop farms. The residents of the Rother Valley seemed to regard our activities with amused goodwill – especially later on, when the disputes between the preservation society and the Ministry of Transport received a good deal of coverage in the media, locally and even nationally, presenting the railway enthusiasts as gallant individuals taking on the government machine. Since 1961, the locals had become accustomed to using the railway as a level, well-drained footpath, and often wished us "Good luck" as they passed our working party while walking their dogs. Among the passers by was Malcolm Muggeridge, a satirist and well-known TV pundit of the period, who had a house in Salehurst and once went by on his Sunday afternoon stroll.

Road users were certainly not expecting to encounter trains at the disused level crossings, and the volunteers in charge were very careful about flagging the Wickham trolley across them, particularly the crossing at Junction Road (then the A229). Despite this, there was a memorable incident when No. 3 was shunting at Bodiam and the driver of a Mini became impatient at being held up by the flagman at the crossing, then ungated. He tried to dodge round the flagman and dispute the right of way with the approaching locomotive. While a 'Terrier' is small as steam locomotives go, its 28 tons would have made short work of a car weighing less than three-quarters of a ton, so it was fortunate for the car driver that other railway volunteers managed to stop him just short of the collision point.

As has been recorded elsewhere, the dispute with the Ministry of Transport over the grant of a Light Railway Order eventually had to be resolved by abandoning the line between Robertsbridge and Bodiam, and when reopening took place it was from the Tenterden end. In the 1990s I was pleased to be able to help in a small way with finishing the work at Bodiam that I'd seen started thirty years before, culminating with the restoration of passenger services to the station in 2000. Time will tell whether I shall ever be able to repeat that journey I made more than forty years ago from Robertsbridge to Bodiam in the 'Woolwich' carriage hauled by 'Terrier' No.3.

I'm grateful to John Dowland for refreshing faded memories.

Tom Burnham

THE SATURDAY GANG



The Saturday Gang (l-r) James Dorey, Donald Taylor, Harry Watson, David Hunter, Steven Woodgate, Kevin Brooks (Kevin Brooks)

We have all been told that volunteering is good for you. The following is an account of how the Locomotive Department's Saturday Gang have influenced and benefited both the Railway and its younger members. David Hunter writes about their activities and also gives a young person's perspective.

The Saturday gang was formed about September 2007. At that time we had about four or five regular volunteers and, as she had conveniently just returned to the works, it became our task to put No.14 *Charwelton* back together. The gang has grown in a way nobody would have predicted. There are now nine of us who regularly attend each Saturday and this is Rolvenden's busiest day of the week. This is an example of the kind of dedication you just can't buy! We are primarily working on the overhaul of *Charwelton* but are also providing assistance

in the overhaul of *Knowle*. More recently we have been asked to help in the overhaul of No.19 *Norwegian* which we understand is in recognition of the good work we are doing. We do also assist in running repairs to the line's operational locos which gives us even more practical knowledge.

Six of us are 16 or under and five have just completed GCSE. However, we are at an age where one's working life begins and other commitments kick in as well. A few of us are moving on to do other things but we have a huge amount to thank the Loco department for. I arrived at the K&ESR a bit of a shy fourteen year old who had little focus in life, no real hobby or activity to keep me busy and a lack of apparent talent. My two years at Rolvenden have changed my life in a way that nothing else really could. The Loco department has

unearthed talents I never realised I had; the K&ESR has done what school failed to do - inspire me.

Together we have learnt a set of engineering skills that are applicable to any hands on job. I do not believe the opportunities in the Loco department are replicated anywhere else. Among the engineering skills we have learnt are grinding, drilling, woodworking, painting and metal working using files and hacksaws. On top of this we have learnt how to work as a team, about Health and Safety, about encouraging and supporting each other, working with people of different ages to ourselves (something you don't get at school) and what it is like to be in the workplace. All of these things have developed our respective characters and shaped us into the people we now are. Had I not worked in the Loco department it would be highly unlikely I would have found employment in the rail industry. I wouldn't have a direction in life. Others feel the same about where they are. To be successful you need talent, we all have talent somewhere - the trick is to discover it. The Loco department is fantastic at uncovering talents you didn't even know you had. The hundreds of different scenarios provided give you a great chance to develop these talents and give an opportunity to use them.

It is interesting to reflect that the engineering

and maintenance industries are struggling to get staff and yet the K&ESR has produced and inspired many people to go on and do things. If there was any justice the Railway ought to get some recognition and, more importantly, money for this! However by doing this we help fulfill the company's role as an educational charity.

Currently careers/studies are:

Steven Woodgate - An apprenticeship at Royal Mail; James Dorey - An apprenticeship in Mechanical engineering at South Kent College; Ryan Morris - Two years at college to study car mechanics before joining the army; David Hunter -An apprenticeship at Balfour Beatty. In addition Harry Watson is applying for an apprenticeship in engineering after completing some higher level qualifications.

So not to leave anybody out the Saturday gang are:

Lawrence Donaldson and Richard Moffatt (our 'mentors', and both on the Company's staff) Kevin Brooks, Donald Taylor, John Cooper, Rob Hopkins, James Dorey, Steven Woodgate, Harry Watson, Ryan Morris, Nathan Tutty and me, David Hunter

If you are a prospective or existing volunteer, or indeed anybody else, we would thoroughly recommend the K&ESR Loco Department as a place to offer your services.

John Houselander

Volunteers and staff at Rolvenden Loco works were shocked and saddened by the news that John had died suddenly on 3rd November 2008 whilst returning from a trip to Plymouth. He had been at Rolvenden the week before and was so fit and active that although he was 78, it never occurred to us that this time would come so soon.

His contribution to the Railway goes back around 16 years, starting with cleaning then, after a few firing trips, his talents as a 'metal basher' were discovered. Thereafter the loco works benefited from his time and he rapidly became a key member of the team responsible for the first rebuild of the Norwegian loco. Other loco rebuilds followed and his welding skills were invaluable to the railway with the construction of new water tanks for No.3 Bodiam, and the 10 ton crane. His knowledge of diesel engines put him in the front line for diesel repairs when the diesel fleet was based at Rolvenden and our apprentices of that time benefited from his guidance and knowledge.

The Norwegian is again in 10 yearly overhaul, John had been rebuilding the smokebox, most recently preparing the smokebox front and door assembly.

John had been a journalist, but after National Service he joined the merchant navy for a period, returning to journalism to become Editor of a well known magazine and ultimately becoming head of a publishing house. He had a love of the sea and owned several boats over the years, retiring to live just a stone's throw away from the river in Rye. His pride and joy was a pilot cutter which he had just completely overhauled.

He was a man of many talents which he shared freely with us all, the physical evidence of his contribution at Rolvenden will live on as a reminder. He was a friend and colleague who will be missed and remembered at Rolvenden for years to come.

Our sympathy is extended to his widow Margaret, his three sons and their families.

Chris Greatley

2008 AGM SPEECH

*The Chairman's address to the AGM
on 18th October 2008*

Everyone in this hall will recognise the very difficult economic and financial times and that no person nor company can hope to remain immune and isolated from global forces. You have accepted the 2007 Accounts so I will move on to what I am sure interests you more - how we have fared so far in 2008 and, perhaps even more importantly, your Board's view of 2009. I do not know whether we will make a profit or a loss in 2008. Nevertheless, we will, on current forecasts, and depending upon how successful Santa is, have a positive net cash generation. Unfortunately, though, this will fall well below the £50,000 we need to set aside for Bodiam bond repayments. How has this come about? The answer is, broadly, the weather; Thomas™ and market segmentation.

I used to subscribe to the folk-lore that people visited us when the weather was not at its best. We always hoped for drizzle to keep visitors off the beaches. Our General Manager has applied science to this theory and comprehensively disproved it. We need bright warm weather to get people outdoors and thinking of outings and holidays. As you may remember, July's weather was appalling. Visitor numbers dropped. August picked up well but not enough to counter July and a poor September. Overall, and including a weak Thomas™ season, we are looking at perhaps only 82,000 visitors this year, the worst since we opened to Bodiam. All three 2008 Thomas™ events performed below a budget which was not challenging, reflecting 2007's disappointments. Whether it was the climate, reduced discretionary spending power or the growing diversity of Thomas™ events and venues it is not possible to say with any degree of certainty, but it certainly seems to me that a traditional Day Out With Thomas™ on a heritage railway with real steam engines is now only one element in the Licensor's marketing mix.

I am going to throw in another piece of jargon here - market segmentation. We offer a broad range of products, each with its own

specific category of customers. At one extreme, we have the Day Rover for £12; whilst at the other is New Year's Eve Dinners at 110 guineas each. What is becoming apparent is that the market at the high value-added end is holding up well whilst our 'mass market' customer base is more hard hit. The rich getting richer and the poor poorer. But before getting too carried away with doom and gloom, may I remind you that we are forecasting a modest positive cash generation for 2008, a position many others in the tourist business would envy. There have been some bright spots in the overall situation. The Gala Weekend was tremendous fun and brought in the crowds, as well as providing diversity for our staff, as did the interesting 'Ivor' experiment. We have an excellent new team at Northiam led by Peter Walker. Hoppers also demonstrated what a relatively small number of dedicated people can do. Well done everybody.

And what of 2009? Economic events are moving so swiftly and unexpectedly that prediction becomes more like guess-work. Anybody who tells you otherwise is a charlatan. Our watchword should be caution, but not despondency. We are planning, at a minimum, a balanced budget in cash terms. This is a short term measure only - for 2009 - because it is not acceptable over the longer term to fail to set aside the £50,000 bond redemption fund, nor can we continue indefinitely with minimal investment. The Board has confirmed a freeze on all recruitment and will continue to monitor developments closely. Difficult decisions will be taken where necessary and not shirked. Nevertheless, we are in a far better position than many around us and infinitely better than even five years ago to weather recession. We have no overdraft and our one bank loan is on a long-term agreement. Net debt (borrowings less cash) peaked at £1.3 million in 2000 and is now down to little over half a million.

This is not the speech I had wanted to give but these are the facts. Life is going to be challenging, though older members may ask when it was ever otherwise. At heart we have a sound business with a positive cash flow and I have every confidence that your Chairman will be addressing you here again next year, a bit battered and bruised perhaps, but hopefully still enjoying running a steam railway and surrounded by hordes of happy volunteers!

Acetylene Lighting

The second in an occasional series, the first of which appeared in Tenterden Terrier 101 (Winter 2006)

Station and train lighting were a problem for the railways from their inception. Although ordinary coal gas had been available for lighting urban stations from the earliest years, rural areas did not have access to this source of light and oil lamps were the norm for their lighting. However, even though oil lamps were systematically improved throughout the 19th Century, they still required a lot of attention compared with gas.

Acetylene gas was suitable for burning for lighting purposes, giving a brighter whiter light than town gas. It was first produced experimentally early in the century but it was in 1892 before a commercial process for safe manufacturing and use was evolved using a process based on calcium carbide.

Nevertheless, acetylene production remained a potentially explosive process. Inhaling the gas is unpleasant and impurities in the calcium carbide could produce sulphur, phosphorus and arsenic, so care had to be taken in the siting of the necessary plant. Acetylene was basically produced by the controlled addition of water to calcium carbide powder after which impurities were removed. The gas plant therefore had to be kept frost-free, dry and well-ventilated. The advantages and portability of the new system nevertheless led to the rapid introduction of acetylene gas generating plant on the market. It

became widely adopted for large country-houses as it was considered to provide a cheap and relatively trouble-free system that could be left to the charge of the most unskilled of attendants.

It was perhaps logical therefore that railways should adopt the system for rural stations, but in practice its application was rare. Indeed as late as 1911 the lighting of Robertsbridge SECR station by this means was hailed as innovative by the Railway Magazine. However, Holman Stephens, ever seeking the cheap and innovative solution, had already adopted the system on the Rother Valley stations. Stephens provided lean-to additions to all the station buildings on the line and the Headcorn extension stations. These rooms still exist at Bodiam (much rebuilt as the staff kitchen), Northiam (the store) and Tenterden Town (the shop store) but no trace now remains of the plant. When Bodiam was refurbished in the early 1990s some foundations remained but we cannot be certain whether plant was provided at all stations and there must be additional doubt about the original Headcorn Junction. Tenterden Town probably used town gas lighting from an early date as I believe the town gas works opened in 1907/08.

Most of the burners used with acetylene lighting were probably based on the Union Jet (Fishtail) principle, but it was also possible incandescent mantles (introduced from the early 1890s onwards) might have been used to produce a more powerful light. A former employee, when interviewed in the 1970s, recalled that the lights on the trains were liable to be blown out, which rather suggests that these, at least, were fishtail.

It is by no means certain where Stephens obtained the specialist plant he required but there was a Cottage Lighting Company run by one Jesse Piper which operated at Robertsbridge and supplied the Robertsbridge SECR installation in 1911. Certainly the railway obtained carbide from this company but available accounts suggest that most supplies were obtained from the "Phos" Acetylene Gas Syndicate Ltd., 30 Stoke Newington Road, Dalston, London.

Carriage lighting was a problem on a light

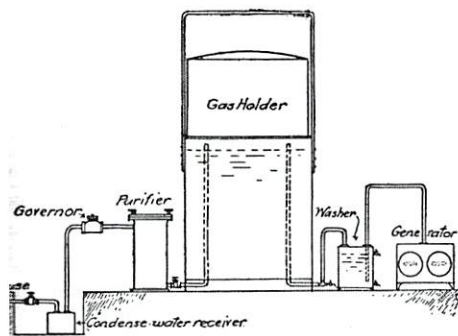
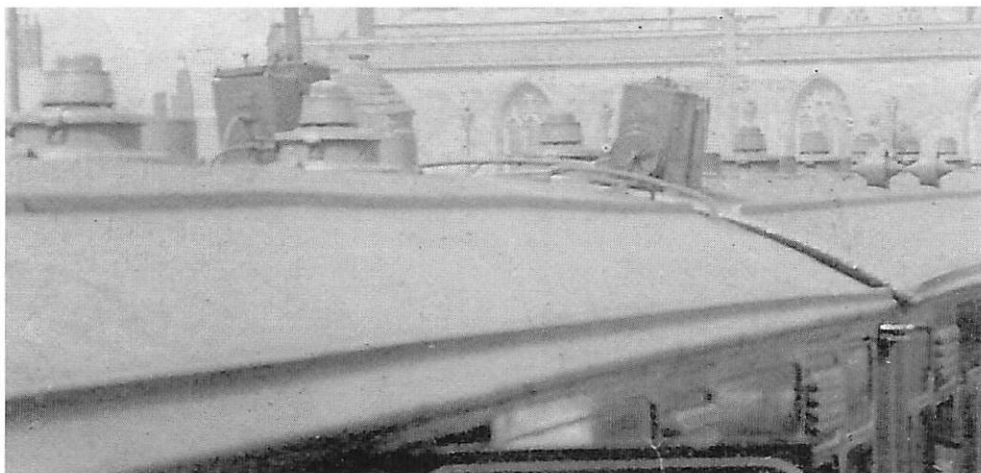


Diagram of typical ground based acetylene generating plant



Close up of roof equipment for acetylene light

railway. Oil lamps had been in use since the earliest days of railways but were relatively labour intensive and expensive to run even after animal and vegetable oils had been replaced by mineral oils like paraffin from the 1860s onwards.

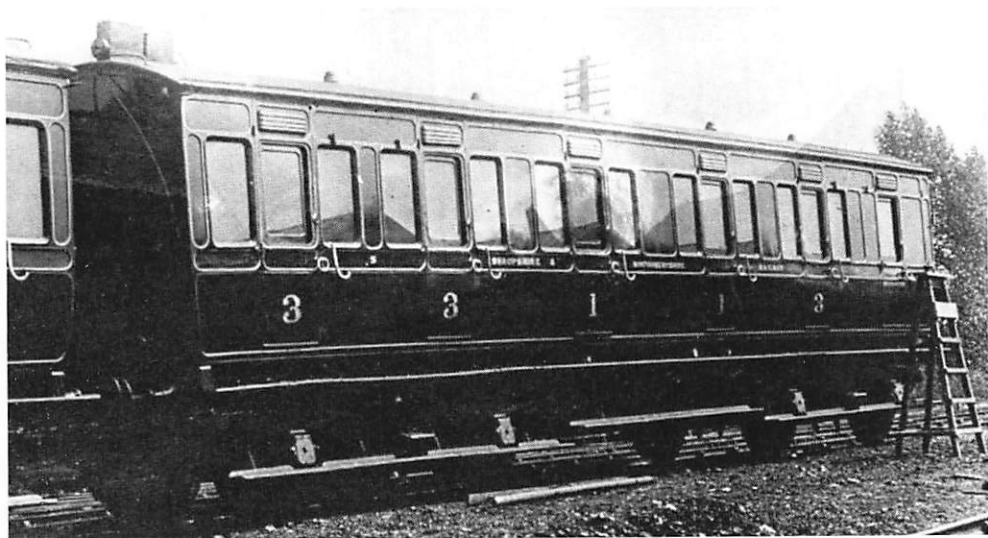
Electric light might have been available on the LB&SC from mid the 1880s but you had to be a first class passenger to justify the expense and complexity of existing systems. Oil gas compressed into cylinders came to be the accepted system on the main lines from the 1890s using either fishtail or, from about 1905, inverted incandescent gas mantle burners, which were safer, gave a better light and had helped the oil gas system to hold its own against electricity in carriages. Oil gas was an ideal system for them, involving a lightweight system on the carriages with, unlike electricity, no rolling resistance or heavy and expensive batteries. The large stationary supplemental plant to produce the oil and the specialist transport equipment to carry bulk supplies, however, told against its use by independent light railways.

Stephens' mind seems to have turned to acetylene as a suitable means of lighting carriages during construction of the Rother Valley for, at its opening, reporters noted the use of the 'usual oil lamps' in the carriages but were told that they were soon to be replaced by acetylene lamps. The installation was obviously considered a success, and became almost exclusively used on Stephens' Railways. Stephens seems to have last installed the system in 1922/23 in the Drewry railmotor and its trailer built for the Weston Clevedon & Portishead and it is uncertain when it fell out of

use on his lines. Charles Klapper, Stephens' acquaintance and transport reporter, records its continued use on WC&P stock (where it had been installed before Stephens took over) in the 1920s but little trace of the system is evident in later photos. The loss of this lighting system obviously provoked one of those myths of the K&ESR, so beloved of enthusiasts that the only carriage on the line provided with lighting was the old royal saloon.

Regrettably the author has been able to find neither description in the technical press nor close up photographs of the carriage installations. However, external fittings on brake and some other carriages are clearly shown in contemporary photos. It may be also that this system encouraged fixed train formations (the pipes ran on the exterior of the roof and it seems in some cases that connections were possible via rubber tubes) that were a feature of Stephens' operated or equipped railways for many years. It is likely that these external features were the filter and gas generator; the filter in particular needed outside ventilation to disperse the impurities. It is possible that this type of equipment was later moved or replaced by a modified system, as it seems to have disappeared before acetylene was finally displaced and does not appear on later installations, e.g. the WC&P railcar, which was known to have had acetylene lighting.

Although the author is aware of several first class railroads in the USA that used acetylene lighting and some in Germany and Austria, he is only aware that the Bideford, Westward Ho and Appledore Railway (a different system from



Shropshire & Montgomeryshire coach with Acetylene equipment at left hand end of roof 1911/12

Stephens') and one or two Irish narrow gauge lines used such lighting in the British Isles. The system fell out of use abroad as electric light improved.

Klapper reported that Stephens also used the acetylene system on the engine headlights, but although his railways used a standardised form of square lamp there seems to be no visual evidence of their internal system, so it is difficult to comment on the use or otherwise of

acetylene for this purpose.

In embracing the new technology of acetylene lighting Stephens was once again demonstrating open-mindedness in his approach to light railway technology and economy. In this he was matching contemporary road automotive technology which also embraced the new system until this was superseded everywhere by the improvements in electric lighting.

Brian Janes



K&ESR ex GER coaches set pulled by No.7 Rother approaching Headcorn; acetylene light fittings visible on roofs of all three carriages. August 1910

Members Concessions and Gala Events

Members will be aware that they are entitled to a number of free tickets each year to travel on the Railway. It has also been the Company's long-standing practice that this concession (together with concessionary travel for volunteers on some other heritage railways) is not available for travel on Santa Specials, Days out with Thomas™ and 'Gala' days.

Although Santa and Thomas™ events are easy to identify, there have been some misunderstandings over what constitutes a 'Gala' or 'Special Event'. Currently we hold just one Gala event and this at the beginning of May. In our timetable it refers to the event as Gala – the Colonel Stephens Weekend and the Terrier Fest of recent years being examples. Our policy is to offer a discount to members for Gala events.

For all other 'Special Events', including major occasions such as Hoppers Weekend and Halloween (but not including the pre-booked Fright Night Train) concessionary fares are available. These are what are known in marketing terms as 'added value' events for which the Railway operates as normal but there are added attractions for visitors.

We hope this clarifies matters. If anyone has any doubt about their entitlement on a particular day they are advised to phone the general enquiry number, 01580 765155, and check the position on concessionary travel.

Nick Pallant
Company Secretary

Graham Baldwin
General Manager

Notes for contributors

With the coming of the electronic age our printers are set up to receive largely digital text and this is an advantage to us as it keeps the cost down. This will become increasingly important over the coming months (not years-things are moving too fast). So please try to follow the guidelines set out below.

Content

The Tenterden Terrier will continue to major on K&ESR news, features on aspects of the current K&ESR and historical articles on Colonel Stephens' and other Light Railways, particularly those of the South East.

There is only one criterion here, and that is pre-digital. Any written or photographic contribution must be INTERESTING to the reader, not just the writer, and should only exceed 2500 words if you trust the editor to do his worst to shorten it; or put in a special plead for a two-parter.

Text

Copy should be sent in electronic form in word-processor format (Windows is best). No need to worry about typeface or the size you use. Sending by e-mail attachment is the simplest method, but you can send by disc (although floppy discs are nearly obsolete), if carefully packed.

Typewritten copy can be scanned to extract the words for printing so can be accepted, but the Editors task will be easier if you ask a friend to turn it into digital form.

Photos

Prints, Negatives and transparencies can always be accepted as the printers scan them (at a cost) but our recent results with transparencies have been mixed. Most can be enhanced these days but the photos need to be of particular interest or quality to justify the necessary work.

For current events digital photography is best. However a selected image for publication should be at the maximum most basic cameras can achieve. The image size is listed in the camera specification, and for a 5 mega pixel camera will be something around 2560 x 1920 pixels. This dictates the size of picture in the final print. Printers recommend a minimum of 300 pixels per inch so a full page print requires this size: a half page photo perhaps less. Please under no circumstances compress your photo for transmission, send the photo as the camera took it, changing nothing except perhaps a trim and rename.

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Registered Charity 262481

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